

CITY OF FAIRFIELD

RESOLUTION NO. 2011 - 15⁹

**A RESOLUTION OF THE CITY COUNCIL ADOPTING THE TRAIN STATION
SPECIFIC PLAN, ADOPTING GENERAL PLAN AMENDMENT (G.P. 2010-2)
ADOPTING AMENDMENTS TO THE GENERAL PLAN DOCUMENT,
REDESIGNATING APPROXIMATELY 2,970 ACRES IN NORTHEAST FAIRFIELD,
AND REPEALING THE 1994 PEABODY WALTERS MASTER PLAN**

WHEREAS, the City Council directed in August 2008 that a Specific Plan be prepared for land around the future Fairfield-Vacaville Train Station; and

WHEREAS, the City has prepared a Specific Plan in accordance with California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 6540 through 65457; and

WHEREAS, the Specific Plan would allow for development on approximately 2,970 acres in northeast Fairfield of up to 6,800 housing units in a variety of densities, two retail areas totaling approximately 360,000 square feet, two rail-served industrial areas on approximately 300 acres, and various public facility, park, infrastructure and open space uses; and

WHEREAS, amendments to the General Plan Policy Document and Land Use Diagram are necessary to ensure consistency between the General Plan and the Specific Plan; and

WHEREAS, the Specific Plan would replace the 1994 Peabody Walters Master Plan as the guiding policy document for future planning of unentitled land in northeast Fairfield; and

WHEREAS, the City Council has held a duly noticed public hearing to consider the Specific Plan and proposed amendments to the General Plan; and

WHEREAS, City staff presented substantial factual information regarding the proposed actions in staff reports and through oral presentations before the Planning Commission and City Council; and

WHEREAS, the City Council considered all public testimony and information presented during the public hearing regarding the proposed actions; and

WHEREAS, the City Council has certified a Final Environmental Impact Report, and adopted Findings and a Statement of Overriding Considerations for the project.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FAIRFIELD HEREBY RESOLVES:

Section 1: Adopts the Fairfield Train Station Specific Plan, contained in a draft Specific Plan dated February 2011, as modified by revisions contained in Exhibit "A"; and

Section 2: Adopts amendments to the General Plan Policy Document, as contained in Exhibit "B"; and

Section 3: Adopts amendments to the General Plan Land Use Diagram, as contained in Exhibit "C"; and

Section 4: Repeals the 1994 Peabody Walters Master Plan.

PASSED AND ADOPTED this 26th day of July, 2011, by the following vote:

AYES: COUNCILMEMBERS: Price/Timm/Moy/Mraz/Vaccaro

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None

ABSTAIN: COUNCILMEMBERS: None


MAYOR

ATTEST:


CITY CLERK

Exhibit "A"

Revisions to the February 2011 Draft Fairfield Train Station Specific Plan

EXHIBIT ____
Revisions to the draft February 2011 Fairfield Train Station Specific Plan
Revised 7-13-11

Global Revisions

The following revisions shall be incorporated throughout the adopted Fairfield Train Station Specific Plan document:

1. All typographical, mathematical and grammatical errors shall be corrected. This shall include the re-numbering of sections and policies to correspond to the revisions in this exhibit.
2. Labels shall be added to all figures.
3. The term "Area Plan" shall be replaced with "Master PUD Permit"
4. The term "FTSSP Overlay Zone District" shall be replaced with "Train Station Specific Plan Planned Development Overlay Zone District (TSSP Planned Development Overlay Zone District)."
5. All references to a "20-acre" Lake Park with a "9-acre" lake shall be replaced with "22-acre" Lake Park with a "11-acre" lake
6. All references to a "Linear Park" shall be replaced with "Linear Park Trail"

Specific Revisions to Text, Figures and Tables

Chapter 1.0 Guiding Principles

<u>Page</u>	<u>Section</u>	<u>Revision</u>
1-5	1.2	"A portion of the The FTSSP has been designated as a Priority Development Area (PDA).... The City of Fairfield intends to request that ABAG designate the entire Specific Plan as PDA. The City's Guiding Principles for the Specific Plan are consistent with ABAG's planning goals."
1-9	1.2.11	"Promote the timely transition of industrial properties adjacent to Peabody Road, <u>Cement Hill Road and Vanden Road</u> to uses consistent with the master plan <u>Specific Plan</u> ."
1-9	1.2.11	"Consider the establishment of a redevelopment Project area for blighted properties within the Specific Plan area."
1-9	1.2.11	"Set aside 20 percent of any future redevelopment Project Area revenues for affordable housing, to increase, improve, and preserve the supply of low and moderate income housing, in accordance with Section 33607 of the California Redevelopment Law requirements. Housing developed in

the redevelopment Project area must meet the inclusionary requirements of the California Redevelopment Law.”

- 1-10 1.3 “....Construction of a variety of housing types with up to 6,800 dwelling units on 503 504 residential acres.”
- 1-14 1.3.1 “Approximately 290 300 acres of land is reserved designated for business park and industrial use...”
- ~~1-15 1.3.1 “....Several of these components, such as the habitat conservation area, mitigation bank, and the Great Park, in addition to other open space elements, constitute the These key components will ensure the conservation of open space lands within that portion of the Vacaville-Fairfield-Solano Greenbelt within FTSSP boundary. The Specific Plan proposes to reconfigure the Greenbelt boundary. This Greenbelt has been reconfigured as a part of the specific plan process to better align with....”~~

Chapter 2.0 Plan Setting

<u>Page</u>	<u>Section</u>	<u>Revision</u>
2-5	2.2.1	“The Specific Plan area is located within the City of Fairfield’s planning area but extends outside of the current City limits <u>and Sphere of Influence (“SOI”).</u> ”
2-6	2.3.3	“Contract #508 was protested by the City at the time of the contract’s proposed establishment, through adoption of City of Fairfield Resolution 70-3. The City can <u>may exercise its right not to succeed to the contract for any land being annexed that was within a mile of the city’s boundary when the contract was executed without financial penalty at the time of annexation pursuant to Government Code Section 51243.5.</u> ”

Chapter 3.0 Specific Plan Process

<u>Page</u>	<u>Section</u>	<u>Revision</u>
3-2	3.2.4	“Subsequently, an Environmental Impact Report (EIR) has been prepared to analyze potentially significant environmental impacts created by the Specific Plan and ensure the <u>its</u> development of the FTSSP is consistent with

the Specific Plan policies as determined in Section 15162 of the CEQA Guidelines.”

3-3 3.3.2 “Adoption of a new FTSSP Train Station Specific Plan Planned Development Overlay Zone District”

“Change Zoning Map to prezone and rezone the Specific Plan area to the FTSSP Train Station Specific Plan Planned Development Overlay Zone District”

~~Modify certain provisions of the RL, RLM, RH and CM Zone Districts~~

~~Adopt a new “Urban High Density” Zone District, which will regulate residential development in the density range of 24 to 50 dwelling units per acre.”~~

3-4 Figure 3-1 Replace Figure 3-1 with new Figure 3-1: General Plan Land Use Diagram Amendment as shown in Exhibit D of Planning Commission Resolution 2011-13

3-5 Figure 3-2 Replace Figure 3-2 with new Figure 3-2: Zoning Map amendments as shown in Exhibits E and F of Planning Commission Resolution 2011-13

3-8 3.4.2 ~~“In conjunction with the adoption As part of this Specific Plan, amendments to the City of Fairfield Zoning Code base zoning districts, including small lot residential (RL and RLM), High Density Residential and CM are proposed, and a High Density Residential zone (HR 24 to 50 du/ac) will be adopted as a new zone district. In addition, an FTSSP a new Train Station Planned Development Overlay Zone District will be adopted as part of this Specific Plan, which will include regulations for the Project development. Figure 3-5 displays the City’s existing Zoning Map.~~

3-8 3.4.3 ~~“The Fairfield-Vacaville Train Station is part of the “Capital Capitol Corridor”....”~~

3-12 3.5.2 **~~3.5.2 Fairfield Redevelopment Agency~~**

- ~~▪ ——— Consideration of a redevelopment project area by the Fairfield Redevelopment Agency, for up to 200 acres of largely developed property located along Peabody Road, Vanden Road, and Cement Hill Road, within the FTSSP boundary.~~

- ~~Per California's Redevelopment Law, 20 percent of redevelopment revenue must be allocated to affordable housing. Housing developed in the redevelopment project area must meet the inclusionary requirements of the California State Redevelopment Law.~~

3-13 3.5.6 "Amendment of Greenbelt boundary to (1) remove areas designated for development by the FTSSP, and (2) add areas to the Greenbelt such that there is a net increase in the area of the Greenbelt. City of Fairfield has proposed an amendment to the Greenbelt boundary, consistent with Specific Plan, as shown on Figure 3-6."

3-13 3.5.7 ~~"Approval of a~~ At their April 2011 meeting, the Solano Airport Land Use Commission determined that the FTSSP adopted a finding of consistency is consistent with the Travis AFB Land Use Compatibility Plan (Section 3.4.4 of this Chapter)"

Chapter 4.0 Land Use and Development Regulations

<u>Page</u>	<u>Section</u>	<u>Revision</u>
4-6	4.3.3	"The central component of the FTSSP urban design structure is the "Linear Park", a walkable open space network. <u>The central spine of the open space network is the City's Linear Park, a citywide pedestrian and bike facility.</u> <u>The open space network also</u> that traverses the project and connects all neighborhoods to key destinations, activities, and services. The Linear Park <u>The network</u> connects the Town Center Main Street and Town Square..."
4-6	4.3.3	"Open space linkages are proposed to provide walking and bicycle connections <u>to</u> into the central spine of the Linear Park Trail.... with the intent that most homes in the community will not be more than a block or two from the Linear Park <u>open space</u> network."
4-6	4.3.3	Policy 4-4: "...and/or at the discretion of the <u>Community Development</u> Director."

- 4-9 4.3.5 “...See section ~~9.5.3~~ 9.6.4 Park and Open Space Parks and Recreation Policies for further detail and specific policies.”
- 4-9 4.3.6 “...For the FTSSP community, a central, 22-acre Lake Park is located in PA4 and has ~~a 9-acre~~ an 11-acre lake as its core feature.”
- 4-14 4.4.1 Policy 4-9: Minimum setback from Cement Hill Road right-of-way for all buildings shall be ~~30~~ 10 feet for High Density Residential areas and 20 feet for Low Density Residential areas.”
- 4-16 4.4.4 “...an approximately ~~20~~ 22-acre Lake Park....”
- 4-17 4.4.4 “....approximately ~~20~~ 22-acre Lake Park....”
- 4-17 4.4.4 “The South Lake Activity Core is a multi-use complex of locally scaled neighborhood commercial, restaurant, ~~community private~~ recreation center, and public library. This Activity Core abuts but is not part of the 22-acre Lake Park.”
- 4-19 4.4.5 Policy 4-14: “iiiThrough approval of ~~Area Plan~~ Master PUD Permit, City of Fairfield shall determine standards....”
- 4-20 4.4.5 Policy 4-17: “~~Through the approval of the Area Plan for PA 5, City shall determine the timing of construction of the New Canon Road from Vanden Road to Travis North Gate. These road improvements shall include the new, four-lane railroad overcrossing. All improvements to New Canon Road, as described in Chapter 10.0, shall be constructed from Vanden Road to North Gate Road prior to issuance of a building permit for the 1750th residential unit within PA 4 and PA 5 combined.~~”
- 4-20 4.4.5 Policy 4-18: “The landowners in PA 4 and PA 5 shall be responsible for the construction of a minimum of 16 acres of the Great Park in PA 7. ~~The timing of that~~ That park construction shall be determined by City through its approval of the Area Plan for PA 5 commence prior to the issuance of a building permit for the 1750th residential unit within PA 4 and PA 5 combined and shall be completed within 24 months. The remainder of the Great Park shall be constructed by City or by developers if required by City through conditions of approval of subsequent development entitlements”

- 4-20 4.4.6 "....the approximate 316-acre 300-acre PA6 is divided...."
- 4-21 4.4.6 "PA6 will include the FTSSP-IL (Light Industrial/Employment) IL land use designation of the Train Station Planned Development Overlay Zone District. This designation allows designed to support the campus-style development of light industrial, certain heavy industrial uses, business park, research and development (R&D), manufacturing, and service uses. It also allows the relocation of existing industrial and service uses from PA 1 and PA 2 in accordance with Policies 4-107 through 4-109."
- 4-22 4.4.6 Policy 4-19: "PA6 shall be developed per the IL zoning district regulations of the Train Station Specific Plan Planned Development Overlay Zone District. ~~contained in Tables 25-11 and 25-12 except as modified by the regulations of this Specific Plan.~~"
- 4-22 4.4.6 Policy 4-21: Delete policy in its entirety and replace with the following: "In conjunction with the construction of New Canon Road through Planning Area 6, as described in Policy 4-17, a minimum of 50 acres of industrial land shall be developed in PA 6. The term "developed" shall mean:
- A final map(s) has been prepared and approved for recording, which will create one or more industrial parcels;
 - Street improvements have been constructed;
 - Rough grading has been completed; and
 - Sewer, water and drainage improvements have been constructed to serve the parcels created by the final map(s).
- 4-23 4.4.6 Delete Policies 4-22 and 4-23 in their entirety and replace with the following: "The Master PUD Permit for PA 6 shall be submitted concurrently with the Master PUD Permit for PA 5 in order to implement Policy 4-21."
- 4-23 4.4.6 Policy 4-24: "....The timing, location and extent of the railroad spur(s) shall be determined by City through approval of the ~~Area Plan(s)~~ Master PUD Permit for PA 6."
- 4-23 4.4.6 Policy 4-27: "The industrial properties which abut habitat conservation areas, as shown on Figure 12-4 shall: ~~[Need Steve Foreman to provide measures favored by USFWS].~~...."

- Be graded to convey storm water drainage from industrial areas away from habitat areas"

- | | | |
|------|-------|--|
| 4-24 | 4.4.6 | Policy 4-32: "...Approximately 12,000 square feet of GFA <u>gross floor area</u> shall <u>may</u> be provided in each area." |
| 4-26 | 4.4.7 | Policy 4-36: "City will provide a conservation easement <u>or deed restrictions</u> on land it owns...." |
| 4-27 | 4.4.8 | "....on the northwest and Old North Gate Road Alignment on the east...." |
| 4-28 | 4.4.9 | "Approximately 409 <u>110</u> new residential units are authorized by the Specific Plan in PA9, <u>exclusive of those units which have already received development entitlements from the City.</u> " |
| 4-28 | 4.4.9 | Policy 4-39: " <u>Except for PA 4-D,</u> new or existing residential units within PA9 shall not be...." |
| 4-29 | 4.4.9 | Policy 4-40: "....Pay any applicable FTSSP Impact Fees <u>Northeast Fees</u> that are in effect at the time of utility connection, <u>regardless of whether any building permits are issued...</u> " |
| 4-31 | 4.4.9 | Policy 4-46: "A maximum of 110 <u>105</u> dwelling units shall be allowed within PA 9-D...." |
| 4-31 | 4.5 | "All land use and development regulations for the FTSSP development shall be regulated by applicable base zoning established by the Zoning Code. The section establishes targeted modifications to permitted uses and development regulations by land use category to further regulated FTSSP development <u>the Train Station Specific Plan Planned Development Overlay Zone District.</u> " |
| 4-32 | 4.5.1 | Policy 6-50 <u>4-50</u> |
| 4-32 | 4.5.1 | Policy 4-52: "The following minimum build to standards shall apply to all development: <ul style="list-style-type: none"> • 10-foot minimum setback from building to PL along Peabody Road <u>All buildings abutting Peabody Road shall be setback 10 feet from its right-of-way line.</u> |

- ~~15 foot minimum setback from building to PL along Peabody Road~~ All buildings abutting Vanden Road shall be setback 15 feet from its right-of-way line.

4-33	4.5.1	"Policy 5-53 <u>4-53</u> "
4-33	4.5.1	"Policy 5-54 <u>4-54</u> "
4-33	4.5.1	"Policy 6-57 <u>4-57</u> "
4-36	4.5.3	Policy 4-66: "...identified in Figure 10-2....."
4-37	4.5.3	"Refer to Section 25-20.0, Table 25-1 <u>the Train Station Specific Plan Planned Development Overlay Zone District</u> of the Zoning Code for allowed/regulated uses...."
4-39	4.5.3	"Through the development review <u>PUD Permit</u> process, City may reduce..."
4-39	4.5.3	"Refer to Section 25-20.0, Table 25-1 <u>the Train Station Specific Plan Planned Development Overlay Zone District</u> of the Zoning Code for allowed/regulated uses...."
4-40	4.5.4	Policy 4-86: " <u>MR</u> private open space...."
4-41	4.5.4	Policy 4-89: "MR minimum building setbacks.... 30-foot minimum clear setback from Cement Hill Road right-of-way"
4-43	4.5.3	"Policy 6-101 <u>4-101</u> "
4-48	4.5.7	Policy 4-109: "The provisions of this Policy 4-108 shall remain in effect until December 31, 2020 <u>2021</u> ."
4-48	4.5.7	Policy 4-111: City shall consider the establishment of a redevelopment project area by Fairfield Redevelopment Agency for blighted properties within the Specific Plan area.
4-49	4.5.8	Active Open Space/Parks/Recreation <ul style="list-style-type: none"> • "Lake Park in PA4 on a minimum 20-acre an approximate 22-acre site, with as 9-acre an 11-acre lake and approximately 11 acres of park land surrounding the water features"

Chapter 5.0

<u>Page</u>	<u>Section</u>	<u>Revision</u>
5-1	5.1	"....It establishes an additional level of specific <u>principals principles</u>"
5-4	5.3	"Town Center District land uses Although long-term build-out...."
5-5	Table 5-1	Change PA2 total number of dwelling from 1,628 to 1,575
5-6	5.3.2	"Mixed-Use and high-density residential complete the land use program for the district. As noted above, the goal is to provide <u>housing for</u> as many residents as possible within walking distance of the community commercial center, the Town Square and the Train Station."
5-8	5.3.4	Policy 5-3: "PA2 may include a 2,500 square foot minimum "Neighborhood Center" adjacent to the elementary school site. If constructed, this "Neighborhood Center" would be <u>owned and operated by the City of Fairfield and be used for after school programs and other recreational activities:</u> <ul style="list-style-type: none">• privately developed• privately owned and maintained• used for after school programs and other recreational activities• open to the public
5-9	5.3.4	Policy 5-7: "CM development adjacent to streets B, D, E or the Civic Boulevard, <u>as shown on Figure 5-8...</u> non-residential entries shall face the street Non-residential commercial uses are encouraged <u>on the ground floor; their entries should face the street....</u> "
5-9	5.3.4	Policy 5-11: "Within PA2 the following modified building setback development regulations shall apply to CC, CM and HR development along Main Street, D and E streets and the Civic Boulevard, <u>as shown on Figure 5-8...</u> "
5-12	5.4.1	"....This suggests that <u>building area above the second first</u> story be either professional offices, community services or rental apartments <u>residential units</u>"

- 5-14 5.4.2 "...A formal civic space, the Town Square is ~~envisions~~
envisioned as a venue...."
- 5-17 5.5 Policy 5-15: "Parcels facing Main Street, D Street and the
Civic Boulevard, as shown on Figure 5-8, shall...."
- 5-17 5.5 Policy 5-16: "HR and CM parcels facing A, B, and E Streets,
as shown on Figure 5-8, shall...."
- 5-17 5.5 Policy 5-17: "Parcels frontages along 'Thematic Streets'
within PA2 (Main Street, ~~D, E streets~~, D and E Streets and
Civic Boulevard, as shown on Figure 5-8, shall...."
- 5-19 5.6 "...Lesser right-in, right-out intersections ~~are also provided~~
provide flexibility in routing and bypass at peak periods."
- 5-20 Figure 5-9 Replace Figure 5-9 with new Figure 5-9 attached: (1) change
Linear Park from "Class 1 Bike Trail" to "multi-use trail", (2)
change Cement Hill Road (Manual Campos Parkway) from
"on-street" to "off-street" bike path, and (3) change western
portion of New Canon Road and northern portion of Peabody
Road from "on street bike path" to "multi-use trail."
- 5-20 5.6 "Figure 5-8 shows bicycle and pedestrian circulation through
PA2 and connecting to the ~~Gieve~~ Civic Boulevard and Lake
District of PA4."
- 5-21 5.6.1 Main Street: "...retail dominant character of this central
Thematic Street. See Figures 10-14 10-13 and 10-15-10-14."
- 5-21 5.6.1 Civic Boulevard: "The cross section below illustrates the
broad median for pedestrian and bicycle uses, tight setbacks
and architecturally dominant streetscape of this key
Thematic Street. See Figure ~~10-13~~ 10-12."
- 5-22 5.6.1 D Street: "Figures ~~10-21~~ 10-19 and ~~10-22~~ 10-20."
- 5-22 5.6.1 E Street: "Figure ~~10-20~~ 10-18."
- 5-22 5.6.1 B Street: "Figure ~~10-19~~ 10-17."
- 5-22 "~~5.5.4~~ 5.6.2 Circulation and Parking Criteria"

5-23 5.6.2 Policy 5-27: "...should be designed with expanded sidewalks (see Street Cross Sections is in Chapter 10.0 of this document."

Chapter 6.0

<u>Page</u>	<u>Section</u>	<u>Revision</u>
6-1	6-1	"The Lake District, Planning Area 4 (PA4), will be the centerpiece of the community, creating a vibrant, mixed-use district organized around an approximate 20-acre <u>22-acre</u> Lake Park."
6-1	6-1	"Figure 6-1 shows the Lake District Plan <u>Park Illustrative</u> , and Figure 6-2..."
6-2	6-2	"...The dedication of approximately 20 <u>22</u> acres <u>to the City</u> to create a <u>public</u> the Lake Park...."
6-8	6.3.1	"... CN development shall be regulated by the CN zone amendment adopted concurrently with this Specific Plan and the policy requirements of this document.... "
6-11	6.3.2	Policy 6-8: "...The total area of the Lake Park, with the addition of this dedicated open space shall be 20 <u>22</u> acres."
6-12	6.3.3	Policy 6-14: "...A minimum 3-acre <u>3.5 acre</u> site for the Village Club...."
6-13	6.3.3	Policy 6-17: "...Refer to Figure 6-1 42.6.1, Park and Open Space in Chapter 12.0 of this document for the Lake Park Illustrative. "
6-13	6.3.3	Policy 6-19: "...Other amenities administratively approved by the <u>Planning Community Development Director</u> ."
6-14	6.4.1	"At the heart of the Lake District is the Lake Park (see Figure 6-5). Approximately 20-acres <u>22 acres</u> in size, the Lake Park contains a 9 <u>11</u> acre Lake <u>lake</u> and roughly 11 acres of park space."
6-16	6.4.1	Policy 6-23: "...result in at least a 3-foot <u>a minimum 4-foot</u> vertical distance between the builders an <u>abutting residential</u> pad and the park land elevation with the builder <u>residential</u> pad being higher."

6-16	6.4.1	Policy 6-24: "...The minimum total <u>approximate</u> acreage for the Lake Park, including water feature and surrounding park <u>land</u> shall be 20 <u>22</u> acres."
6-22	---	" 6.3.5 <u>6.5.1</u> Open Space and Parks Criteria"
6-23	---	" 6.4 <u>6.6</u> Lake District Circulation"
6-24	---	" 6.3.3 <u>6.6.1</u> Thematic Streets"
6-26	---	" 6.4.1 <u>6.6.2</u> Circulation and Parking Policies"
6-26	6.6.2	Delete Policy 6-56 in its entirety

Chapter 7.0 Resource Management

<u>Page</u>	<u>Section</u>	<u>Revision</u>
7-3	Figure 7-1	Replace Figure 7-1 with new Figure 7-1 attached: additional "developed" area needs to be shown
7-9	7.5	<p>Policy 7-12: "The Community Facilities District shall include funding for open space acquisition and maintenance at a rate equivalent to City of Fairfield CFD #2004. These funds:</p> <ul style="list-style-type: none"> • shall be used to acquire and maintain open space lands in PA7 • may be used to acquire and maintain open space lands within the Vacaville-Fairfield-Solano Greenbelt. • shall not be used to acquire or maintain habitat conservation lands which are needed to satisfy the requirements of US Fish and Wildlife Service, California Department of Fish and Game, 404 Permit requirements of the US Army Corps of Engineer or similar permits. • shall not be used to maintain the Great Park or similar public parks within the Specific Plan area • may be used to satisfy the requirements of US Fish and Wildlife Service, California Department of Fish and Game, 404 Permit requirements of the US Army Corps of Engineer or similar permits

City shall establish an Open Space CFD in lieu of CFD 2004 on residential land within the Specific Plan area. The tax revenue from this Open Space CFD shall be used to support the maintenance and acquisition of land within the

Greenbelt, including: (1) maintain the Great Park, (2) maintain open space land, and (3) acquire open space land.

City shall also establish a Non-residential Public Safety and Open Space CFD on industrial land within the Specific Plan area. The tax revenue may be used to maintain habitat conservation land within PA8."

Chapter 8.0

<u>Page</u>	<u>Section</u>	<u>Revision</u>
8-3	8.3.1	"With the approval of the most stringent, eco-friendly state-wide building code in the United States, the new building code standards "CALGreen" will take <u>took</u> effect in January 2011."

Chapter 9.0

<u>Page</u>	<u>Section</u>	<u>Revision</u>
9-6	Table 9-4	Planning Area 4: Change park area provided from 11.0 acres to 25.0 acres Planning Area 5: Change park area provided from 3.0 acres to 2.0 acres Project Total: Change acreage of Neighborhood Park provided from 29.0 to 42.0
9-7	9.5.2	"The Great Park located in PA7 is an approximately 50-acre community park including active and passive recreation opportunities for the community (Figures 9-1 and 9-2). This community park will be: <ul style="list-style-type: none">• privately developed• open to the general public• owned and operated/maintained by the City of Fairfield• credited as 50 acres toward the City Community Park requirements for the Specific Plan area; 100% credit• <u>constructed by City and/or by FTSSP developers as may be required through conditions of approval of subsequent development entitlements or terms of a development agreement</u>• <u>open to the general public</u>• <u>owned and operated by the City of Fairfield</u>

- maintained by City through tax revenue from the proposed Open Space CFD and CFD 2006-1
- eligible to receive credit for City's Quimby land dedication requirement for the 50-acre park acreage dedicated"

9-10 9.5.2 "The 54-acre public Linear Park is proposed as a major open space linkage and ~~activity spine~~ bicycle/transportation trail connecting residential neighborhoods to open space recreation areas (Figures 9-3 and 9-4). This Linear Park Trail will be:

- ~~privately developed~~
- ~~open/accessible to the general public~~
- ~~owned and operated/maintained by the City of Fairfield~~
- ~~credited as 54 acres toward the City Community Park requirements for the Specific Plan area; 100% credit~~
- constructed by City and/or by FTSSP developers as may be required through conditions of approval of subsequent development entitlements or terms of a development agreement
- open to the general public
- owned and operated by the City of Fairfield
- maintained by City through tax revenue from a Lighting Landscaping Maintenance District(s)

9-10 9.5.2 "...Thoughtful blending of cultural and landscape architectural elements will span from the open space buffer landscape of PA7 into the PA2 Town Center and through the ~~powerline boundary/easement of PA1.~~"

9-12 9.5.2 "The Lake Park is an approximately 20-acre 22-acre public amenity..."

9-12 9.5.2 "...The Lake Park will be:

- ~~privately developed~~
- ~~open/accessible to the general public~~
- ~~owned and operated/maintained by the HOA~~
- ~~credited as 20 acres toward the City Community Park requirements for the Specific Plan area; 100% credit provided all areas are opens to the public~~
- constructed by City and/or by FTSSP developers as may be required through conditions of approval of subsequent development entitlements or terms of a development agreement

- open to the general public
- owned and operated by the City of Fairfield
- land portion of park shall be maintained by City through tax revenue from CFD 2006-1
- water portion of park shall be maintained by City through tax revenue from a Lighting Landscaping Maintenance District(s)
- eligible to receive credit for City's Quimby land dedication requirement only for the land portion (approximately 11 acres) of the park acreage dedicated"

9-12 9.5.2 "The Lake Park is comprised of approximately ~~9~~ 11 acres of Lake water feature surrounded by approximately 11 acres of pathway public park land parks for a total of approximately ~~20~~ 22 acres of recreation."

9-14 9.5.2 "A public neighborhood park of 5 acres is proposed within PA3, south of the Train Station (Figures 9-1 and 9-6). This Neighborhood Park will be:

- ~~privately developed~~
- ~~open/accessible to the general public~~
- ~~owned and operated/maintained by the City of Fairfield~~
- ~~meet the requirements and count as full area credit as a Neighborhood Park per City definition~~
- constructed by City and/or by FTSSP developers as may be required through conditions of approval of subsequent development entitlements or terms of a development agreement
- open to the general public
- owned and operated by the City of Fairfield
- maintained by City through tax revenue from CFD 2006-1
- eligible to receive credit from City's Quimby land dedication requirement for the 5 acres of park acreage dedicated"

9-15 9.5.2 Private Recreation Centers: "~~....credited as 50% of the area toward the City Neighborhood Park requirements for the Specific Plan area as private access facilities"~~

- 9-15 9.5.2 "Pocket Parks...~~park areas that are limited to private access shall count 50% of the park area toward Neighborhood Park requirements.~~"
- 9-18 9.6.1 Policy 9-1: "Through a Community Facilities Districts, new development...."
- 9-18 9.6.1 Policy 9-3: "Concurrent with the initial final map approval within PA4 or PA5, whichever occurs first, the landowner(s) for PA4 and PA5 shall:
- a. ~~acquire and dedicate convey at no cost to the City the site for the relocation of Station #39 or provide sufficient funding to the City for its acquisition of the site; and~~
 - b. ~~pay to City the estimated cost of preparing construction plans for the needed fire station which will replace existing Station 39.~~
- ~~The cost for site acquisition and construction plan preparation shall be allocated by the City to all new development in PA4 and PA5 in accordance with the Financial Plan. City will diligently pursue preparation of construction plans for the new fire station construct a new fire station building up to a maximum of 5000 square feet of building area, including the garage."~~
- 9-19 9.6.1 Delete Policy 9-6 in its entirety
- 9-19 9.6.1 Delete Policy 9-7 in its entirety
- 9-20 9.6.1 *Policy 9-14: "Pocket parks shall be programmed into residential neighborhoods/parcels. These HOA maintained spaces are intended to be modest in nature and passive in character providing an intimate open space amenity and flexible play/picnic area for immediate residents. Location and configuration of pocket parks should be based on specific site planning details. ~~but shall be a minimum of 3,000 square feet in size and provided at a frequency of one per 2 acres.~~ Only those pocket parks consistent with Policy 9-15 shall be eligible to receive credit for the land dedication requirement of City's Quimby ordinance. ~~may receive 100 percent credit against park requirements defined in this document. (confirm this does not conflict with other policies)"~~*

9-20 9.6.4

Policy 9-16: "Each development project shall provide parks and recreational areas in accordance with the City of Fairfield Municipal Code Article III Division 13. with the following exceptions:

- ~~The Great Park will receive 100 percent community park credit~~
- ~~The land portion of the Lake Park will receive 100 percent community park credit~~
- ~~Activity nodes within the Linear Park and/or paseos not smaller than 0.5 acres shall receive 100 percent Neighborhood Park credit~~
- ~~Public access Pocket Parks not smaller than 0.5 acres shall receive 100 percent Neighborhood Park credit~~
- ~~Private access Pocket Parks/recreation facilities not smaller than 0.5 acres shall receive 50 percent Neighborhood Park credit~~

~~In order to receive park credit, Neighborhood Parks must be improved to a level facilitating both passive and active recreation"~~

9-21 9.6.4

~~Policy 9-20: "The City's 50 percent share of Great Park maintenance shall not commence until tax revenue from PA6 is equal to the City's share of park maintenance. Great Park improvements shall be phased accordingly, so that adequate revenue sources are in place for park maintenance as phases are constructed. To ensure there is sufficient park maintenance revenue in the interim condition when City is not paying for its share of the maintenance of the Great Park, new residential development in FTSSP shall be required to pay the City's share. City shall maintain the Great Park through tax revenue from the proposed Open Space CFD and CFD 2006-1, paid by new development within the Specific Plan area. Until sufficient tax revenue from these two CFDs is generated from new development within the Specific Plan area for this purpose, City may require such development to maintain the Great Park."~~

9-21 9.6.4

~~Policy 9-21: "City shall allocate the revenue collected within Specific Plan area from developers' payment of AB 1600 Park Impact Fees and 25% of the Bedroom Tax to complete the construction of parks within Specific Plan boundaries"~~

Chapter 10.0

Page Section

Revision

- 10-2 10.1.2 "Figure 10-2 depicts streets within the Specific Plan area that do not allow for driveways serving individual residential or industrial lots."
- 10-3 Figure 10-1 Replace Figure 10-1 with new Figure 10-1 with revisions substantially in accord with the following: (1) show revised location for proposed Joseph Gerevas bridge, and (2) show additional signalized intersections at New Canon Road/New McCrory Road and New Canon Road/A Street,
- 10-4 Figure 10-2 Replace Figure 10-2 with new Figure 10-2 with revisions substantially in accord with the following: show New Canon Road east of railroad as street with no driveways allowed
- 10-6 Figure -- Add new figure for Vanden Road street cross-section, showing the segment from E Street to Peabody Road, substantially in accord with following: (1) 4-lane road with 92-foot curb-to-curb width, (2) 22-foot width from curb to right-of-way on north side with 10-foot trail and 10-foot parkway strip, (3) 14-foot width from curb to right-of-way on south side with 6-foot sidewalk and 6-foot parway strip, (4) total right-of-way width is 126 feet, and (5) no berm or sound wall on north side and no safety fence on south side
- 10-7 Figure 10-4 Add following footnotes: "(1) Peabody Road shall be a 6-lane road from Air Base Parkway to 'A' Street intersection. Cross-section shown is the maximum width of right-of-way. Right-of-way will vary along this segment and will be reduced in certain areas due to existing, abutting development, bridge structure and other constraints. (2) Peabody Road, from 'A' Street to New Canon Road has been approved and substantially constructed as a 4-lane road. Any additional improvements in this segment shall be consistent with existing construction and approved plans. A 6-foot wide, separated sidewalk with a 6-foot wide parkway strip shall be constructed along the east side of Peabody Road to New Canon Road intersection."
- 10-7 Figure -- Add new figure for Peabody Road, north of New Canon Road substantially in accord with the following: (1) 4 travel lanes with no median, (2) curb-to-curb width shall be 62 feet, and (3) on east side of road there will be 10-foot wide multi-use trail separated from street with 10-foot wide parkway strip.

- 10-8 Figure 10-5 Replace Figure 10-5 with new Figure 10-5 substantially in accord with the following: (1) reduce width of bike lanes from 8 feet to 5 feet, and (2) reduce right-of-way width from 42 to 36 feet
- 10-10 10.2.2 “It is designed with an ultimate ROW of 62 feet when adjacent to open space (see Figure 10-7). The 62-foot ROW corresponds to the 4-travel lane configuration shown in Figure 10-7 below. A 50-foot ROW is required for a 3-lane configuration and 40-foot ROW for the 2 travel lane configuration. ~~It includes four travel lanes and reduces down to two traffic lanes.~~
- 10-15 Figure 10-11 Replace Figure 10-11 with new Figure 10-11 substantially in accord with the following: increase width of parkway strips from 6 feet to 8 feet
- 10-16 Figure 10-12 Replace Figure 10-12 with new Figure 10-12 substantially in accord with the following: reduce width of curb-to-curb dimension from 24 feet to 20 feet
- 10-20 Figure 10-15 Replace Figure 10-15 with new Figure 10-15 substantially in accord with the following: (1) increase width of parkway strips from 4 feet to 6 feet and (2) reduce combined width of two travel lanes from 22 to 20 feet
- 10-21 Figure 10-16 Replace Figure 10-16 with new Figure 10-16 substantially in accord with the following: (1) increase width of parkway strips from 4 feet to 6 feet and (2) reduce combined width of two travel lanes from 22 to 20 feet
- 10-27 10.2.7 “They would generally be used to connect 2 two neighborhoods with terminus on either end. On-street parking is generally permitted. An icon streets is designed with an ultimate ROW of 64 56 feet and includes 8-foot parking aisles and an additional 2-foot setback from property line to wall for required side on conditions (see Figure 10-22).”
- 10-27 Figure 10-22 Replace Figure 10-22 with new Figure 10-22 substantially in accord with the following: relocate ROW to back of sidewalk, reducing total ROW width from 64 to 56 feet
- 10-29 10.2.9 Delete Section 10.2.9 (One-Way Street) in its entirety

- 10-30 10.2.10 "Alleys are designed to provide secondary access to abutting properties. These privately owned and maintained roadways are designed..."
- 10-32 10.3 "On-street bike paths are planned along the following arterials: New Canon Road and Peabody Road, ~~and Cement Hill Road.~~"
- 10-32 10.3 "A multi-use trail will be constructed within the Linear Park. It will run along the northern boundary...."
- 10-33 Figure 10-26 Replace Figure 10-26 with new Figure 10-26 substantially in accord with the following: (1) change Linear Park from "Class 1 Bike Trail" to "multi-use trail" , (2) change Cement Hill Road (Manual Campos Parkway) from "on-street" to "off-street" bike path, and (3) change western portion of New Canon Road and northern portion of Peabody Road from "on street bike path" to "multi-use trail."
- 10-34 10.6 Policy 10-4: "The FTSSP development shall provide safe, convenient and efficient pedestrian and bicycle network in conjunction with, but separated from the roadway network which includes on-street and off-street bike paths and multi-use trails.
- 10-35 10.6 Policy 10-5: "New development within the Specific Plan area shall construct all road improvements identified in the Specific Plan, unless the City agrees to accept responsibility to construct certain roadway segments of city-wide or regional significance."
- 10-35 10.6 Policy 10-6: "....New FTSSP development shall contribute to the City's 50 percent share through a combination of land dedication for road right-of-way, mitigation of biological impacts, payment of development impact fees and other financial contribution."
- 10-35 10.6 Policy 10-7: "The reconstruction and widening of Cement Hill Road to 4 lanes from Peabody Road to Walters Road extension is the responsibility of Solano Transportation Authority. New FTSSP development shall pay the City's 50 percent share of the 4-lane road through a combination of land dedication for road right-of-way, mitigation of biological impacts, payment of development impact fees and other financial contribution. New FTSSP development is

responsible for the financing and construction of lanes 5 and 6."

10-35 10.6

Policy 10-8: "The construction of Walters Road extension from Cement Hill Road to Air Base Parkway is the responsibility of Solano Transportation Authority. The City of Fairfield is responsible to pay 50% of the cost of those improvements. New FTSSP development shall pay its proportionate share of the City's 50 percent share of the road through a combination of land dedication for road right-of-way, mitigation of biological impacts, payment of development impact fees and other financial contribution."

10-35 10.6

Policy 10-9: "New development within FTSSP shall pay its proportionate share of for the construction of the off-site widening of Peabody Road to six travel lanes from the southern limit of work of the Peabody Road railroad overcrossing improvements, south to Air Base Parkway. Its proportionate share shall be the cost of the fifth and sixth travel lanes. ~~The timing of these improvements shall be in accordance with the phasing requirements of the Specific Plan.~~"

10-37 10.6

Policy 10-13: (1) "The City shall allow tapered streets and other traffic calming measures provided there is one off-street parking space per single family lot. The location and design of such tapered streets ~~Such determination shall be done~~ determined by City through tentative subdivision map approval. An example of a tapered street is found below." (2) delete tapered street example on left side, and (3) revised tapered street example on right side, changing street width from 36 to 34 feet.

10-38 10.6

Policy 10-15: "All alleys within Specific Plan area shall be privately owned and maintained by a Homeowners Association. The City shall allow rolled curbs...."

10-39 10.6

Policy 10-16: "~~The City shall allow alley conditions in which, if there are underground utilities present, curb to curb width of the alley must be 20 feet. Sixteen feet would be sufficient if there are no utilities within the alley and one-way traffic.~~ Such determination shall be done through tentative subdivision map approval. The minimum, curb-to-curb width of an alley shall be 20 feet. Through conditions of approval

of a tentative subdivision map, City may allow this width to be reduced to 16 feet if:

- There are no private or public underground utilities within the alley;
- Alley is designed for one-way traffic; and
- Alley design is adequate for garbage service."

Chapter 11.0

<u>Page</u>	<u>Section</u>	<u>Revision</u>
11-3	11.2.1	Replace Figure 11-1 with new Figure 11-1 substantially in accord with the following: change 100-acre industrial area from "Zone 1" to "Zone 1B"
11-12	11.4	Policy 11-5: delete in its entirety
11-12	11.4	Policy 11-7: "Landowners in Planning Areas 4, 5, and 6 shall work with the City to encourage development of a nonpotable water system to serve large irrigation users in order to extend potable supplies and reduce maximum day demands on the potable system. To the extent feasible, the Lake Park, Great Park and other larger park areas shall be irrigated with nonpotable water."
11-13	11.4	Policy 11-9: "Prior to or concurrently with the initial subdivision map <u>Master PUD Permit</u> within the Specific Plan the subdivision map applicant shall submit a Master Water System Plan....."
11-13	11.4	Policy 11-10: "The City desires to use nonpotable water for lakes, water features, and landscape irrigation within public parks and along major streets , to the extent feasible."
11-13	11.4	Policy 11-11: "Prior to or concurrently with the initial subdivision map <u>Master PUD Permit</u> within the Specific Plan the subdivision map applicant shall submit a Master Sewer System Plan....."
11-14	11.4	Policy 11-11: "4. report on the status of the capacity of the existing and proposed sewer lines by <u>FTSSP Fairfield Suisun Sewer District (FSSD)</u> which will serve Specific Plan area. Report shall include.... <u>c) determination as to the alignment and preliminary design of a sewer main from the terminus of the FSSD relief sewer to Vanden Road.</u> "

Chapter 12.0

<u>Page</u>	<u>Section</u>	<u>Revision</u>
12-9	12.4.2	Policy 12-1: "Install appropriate fences and walls to prevent unwanted elements from entering <u>control access</u> into the sensitive area along the railroad tracks...."
12-9	12.4.6	Policy 12-2: "Install appropriate fences and walls to prevent unwanted elements from entering <u>control access</u> into the sensitive area along New Canon Road...."
12-12	12.5	Policy 12-3: "Street trees shall be selected from the planting matrices included in the Specific Plan (<u>see 'Plant Palette' in Section 12-17</u>) and shall be...."
12-13	12.5	Policy 12-7: "The establishment of high water-use landscapes <u>within public rights-of-way</u> , such as large areas of irrigated turf , shall be limited . restricted to less than 10% of the total length of each street. "
12-13	12.5.1	"Vanden Road is <u>proposed as</u> a four-lane road with a median and is one of two roadways connecting the city of Vacaville to the city of Fairfield, <u>through the Specific Plan area.</u> "
12-14	12.5.3	"The landscape treatment on Peabody Road adjacent to the train station has been established and installed <u>through PA1, PA2 and PA3 shall have a more formal planting pattern given the proposed urban nature of the abutting development. A double row of street trees shall be planted on either side of the road to provide shade for pedestrians.</u> The portion of the Peabody Road from the <u>northern end of PA9</u> the existing development to the intersection of the New Canon Road will have an asymmetrical street section with the a 10-foot sidewalk on the east/development side of the road. The streetscape for this portion should reinforce a rural setting, with drifts of primary street trees carefully integrated into the parkway, sidewalks and landscape setbacks to promote shade and encourage pedestrian circulation....The portion of Peabody Road north of New Canon Road should also reflect this rural look, however <u>there will be a 10-foot wide multi-use trail</u> no sidewalks or street trees shall be proposed in this segment to the Vacaville city limits. "

- 12-17 Figure 12-5 Replace Figure 12-5 with new Figure 12-5 substantially in accord with the following: (1) revise to correspond to Land Use Plan and Illustrative Plan (2) add open space corridor connecting Peabody Road and Linear Park in PA1, (3) add connection to Linear Park to its southeastern segment to in PA2, and (4) remove portion of open space corridor in PA5.
- 12-21 12.7.3 "The Vanden Road Community Gate at the Great Park is intended to be a welcome sign into the city of Fairfield. The design of this Gateway shall be determined through the approval of the Great Park design...."
- 12-21 12.7.7 "Pedestrian/bicycle trail overcrossings and undercrossings are proposed at major-street intersections select locations."
- 12-28 12.10 Policy 12-16: ~~"Adhere to the most current state model~~ All landscaping shall be designed and installed in accordance with the City's water efficient landscape ordinance in effect at the time of landscape plan approval."
- 12-32 12.11.6 "Planting shall be used to direct and protect pedestrians ~~interacting with~~ walking through large parking areas."
- 12-33 12.12 Policy 12-40: "Circulation paths for both pedestrians and vehicles shall be ~~cleared~~ clearly defined....City may require reciprocal parking and access easements for parking Parking lots on adjoining commercial and retail properties. These internal connections shall be connected internally to avoid traffic circulation onto public streets ~~for short journeys~~ and to improve utilization of the parking lots."
- 12-47 Figure 12-14 Replace Figure 12-14 with new Figure 12-14 substantially in accord with the following: (1) add designation for "detention basin fencing and replace fencing designations shown around detention basins with new designation and (2) add footnote: "City may require fencing around all storm water detention basins; the type of fencing will vary depending on the level of landscaping within a basin, nature of abutting land uses and visibility from public streets"
- 14-1 Chapter Delete Chapter 14.0 in its entirety and replace with new Chapter which follows:

14.0 Implementation & Administration

14.1 Overview

This section describes the mechanisms for implementation of the Specific Plan and subsequent development projects within its boundaries. Since the City of Fairfield is the public agency responsible for the administration of the FTSSP, the implementation procedures described in this section shall be consistent with all City rules, regulations, and policies.

The City of Fairfield shall implement and administer the provisions of the Specific Plan in accordance with the City General Plan and City Municipal Code and Specific Plan requirements of the State of California Government Code Section 65451. The City has directed the preparation of a specially tailored FTSSP Planned Development Overlay Zone District to be adopted as part of the Municipal Code to direct development within the FTSSP where it differs from the Municipal Code to facilitate the shared vision of the City and community for development of this unique area.

This section includes a description of the relationship of the FTSSP to other city documents and sets out the process for approval of future projects in addition to describing the Phasing and Financing plans for the FTSSP.

14.1.1 Approvals by Other Public Agencies

Development of the Specific Plan area is dependent on the approvals of other public agencies, subsequent to adoption of the Specific Plan. Those approvals are described in greater detail in Chapter 3.0. They include but are not limited to the following:

- Reorganization actions approved by Solano Local Agency Formation Commission, including annexation to City of Fairfield
- Modification of the boundary of the Vacaville-Fairfield-Solano Greenbelt, by the Greenbelt Authority
- Construction of a trunk sewer line by Fairfield-Suisun Sewer District to serve the Specific Plan area

Policy 14-1

City shall coordinate and cooperate with other public agencies which have discretionary approval authority regarding certain aspects of development within the Specific Plan area.

14.1.2 Annexation and Greenbelt Boundary Modification

Two key prerequisites to urban development within FTSSP under City jurisdiction are: (a) annexation to the City and (2) modification of the boundaries of the Vacaville-Fairfield-Solano Greenbelt. It is likely City will first proceed with application for Greenbelt modification and then the annexation application.

Greenbelt Boundary Modification. As shown in Figure 3-6, certain portions of the Specific Plan area lie within the boundaries of the Vacaville-Fairfield-Solano Greenbelt. There is a conflict between the Specific Plan and the Greenbelt Plan, developed in the early 1990's, for the northern portions of Planning Area 5 and Planning Area 6. Portions of these areas are designated for urban development by the Specific Plan but restricted to open space uses by the Greenbelt Plan. Conversely, portions of areas designated for urban development by the Greenbelt Plan are designated for open space by the Specific Plan. City has proposed modification of the existing Greenbelt in a manner that is consistent with the Specific Plan and with the intent of the Greenbelt Plan adopted by Fairfield, Vacaville and Solano County in 1994. To date, there has been no formal implementation of the Greenbelt Plan. This proposed modification to the Greenbelt boundary is shown in Figure 3-6. The Greenbelt Authority will consider this proposed modification subsequent to City's certification of the EIR and adoption of Specific Plan.

Annexation. The City anticipates annexation of those portions of the Specific Plan which are designated for urban development or open space areas that are substantially surrounded by urban development. The portions of the Specific Plan area proposed for annexation are shown on Figure 3-3. Those areas annexed to City will be subject to the land use policies and regulations of FTSSP and Fairfield Municipal Code.

The areas which remain in the unincorporated portion of Solano County shall be subject to the zoning and development regulations of the County. FTSSP shall have an advisory function for the County in the unincorporated areas within the boundaries of the Specific Plan.

City may file one or more annexation applications with LAFCO. LAFCO will consider the annexation application(s) subsequent to City's certification of EIR and adoption of Specific Plan and likely subsequent to Greenbelt modification. The annexation applications shall ensure that necessary community park and industrial lands are annexed concurrently with residential areas of the Specific Plan.

Policy 14-2

No Master PUD Permit, tentative subdivision map or other development entitlement shall be approved by City for any portion of the Specific Plan area until both of the following has occurred: (1) annexation of the Specific Plan area has been approved by LAFCO, substantially in accordance with Figure 3-3, and (2) the boundary of the Vacaville-Fairfield-Solano Greenbelt has been modified substantially in accordance with Figure 3-6, provided the Greenbelt Authority is in effect at the time of annexation.

14.2 Relationship to Related Documents Adopted by the City

14.2.1 General Plan

The City of Fairfield General Plan was adopted by the City Council in September of 2002. The General Plan provides the framework for future growth and development within the City limits. Figure 3-1 in Chapter 3.0 presents the General Plan Land Use Map.

The General Plan establishes policies intended to reflect the values of the community and facilitate the achievement of their vision. As part of the planning process directed by the Fairfield City Council, the City recognized that certain amendments to the General Plan were necessary and appropriate to fully capture the public benefit of the Train Station. The amendments to the General Plan Land Use Diagram text amendments are found in Appendix B. The FTSSP is consistent with the requirements of the General Plan, as amended. A detailed discussion of the Specific Plan conformance with each of the applicable General Plan Policies is included in Appendix A.

14.2.2 Fairfield Municipal Code

Chapter 25 of the Fairfield Municipal Code contains the Zoning Ordinance of the City of Fairfield (Zoning Code). It is one of the most important tools used to implement the General Plan, identify allowable land uses, determine allowable

intensity of use and development, and establish performance standards applicable to particular areas of the city.

The City has directed the preparation of a specially tailored FTSSP Planned Development Overlay Zone District to be adopted as part of the Municipal Code to direct the development of the area consistent with the shared vision of the City and community for development of the FTSSP. Within the Municipal Code, the Zoning Code regulates the development and redevelopment of properties within the city. To facilitate the unique goals of the Specific Plan area, the FTSSP Planned Development Overlay Zone adds to the Zoning Code according to particular special conditions within the Specific Plan area, i.e., development of appropriate residential density within a five minute walk of the Train Station.

The FTSSP Planned Development Overlay Zone identifies certain development regulations that are different from current Zoning Code requirements where necessary to achieve General Plan, and by extension, Specific Plan goals for the Project area. If FTSSP Planned Development Overlay Zone development standards do not address a particular issue, the Zoning Code and other existing City land use regulations will apply.

14.2.3 Final Environmental Impact Report and Mitigation Monitoring Program

The Specific Plan is a project, as defined by the California Environmental Quality Act (CEQA) and is subject to environmental review and documentation as specified in CEQA. CEQA requires that lead agencies disclose and consider the environmental consequences of projects for which they have discretionary authority prior to taking action on approval. CEQA also requires that lead agencies (either local or State government agencies) avoid significant environmental impacts wherever feasible, and mitigate impacts to less-than-significant levels wherever feasible. An Environmental Impact Report (EIR) is the appropriate document to address the impacts of the FTSSP.

Though environmental issues are addressed in certain sections of this Specific Plan, readers are directed to the FTSSP EIR and supporting documentation for a more thorough evaluation of environmental impacts of Specific Plan implementation.

CEQA Policies

Policy 14-3

For future development within the FTSSP, each project shall be reviewed to ensure compliance with CEQA. The FTSSP EIR is a programmatic EIR; additional environmental review pursuant to CEQA may be needed for subsequent entitlements with the Specific Plan area. City shall review development applications on a project-by-project basis to determine whether the impacts of that project on the environment were adequately addressed in the FTSSP EIR, or whether additional environmental review is required.

Policy 14-4

No subsequent or supplemental EIR shall be required for a future development project within the Specific Plan area unless the City of Fairfield determines that the impacts of a future development project were not addressed in the FTSSP EIR, or substantial evidence exists that supports findings set forth in CEQA Guidelines Section 15612, Subsequent and Supplemental EIRs. In those cases, the Director of Community Development shall determine what appropriate subsequent or supplemental environmental documentation is needed.

Policy 14-5

In accordance with CEQA Guidelines Section 15182, Residential Projects Pursuant to a Specific Plan, no EIR or Negative Declaration shall be required for any residential project undertaken in conformity with an adopted Specific Plan for which an EIR has been certified.

Policy 14-6

A Mitigation Monitoring and Reporting Program (MMRP) shall be adopted by City in accordance with CEQA Guidelines Section 15097 to ensure implementation of the EIR mitigation measures. Future development within the FTSSP shall be required to implement the mitigation measures in the MMRP, to the extent they are applicable to a particular development project.

14.2.4 Development Agreements

Development Agreements may be prepared between the City of Fairfield and land owners to control and define certain aspects of project development within the FTSSP area. These Development Agreements would outline and clarify responsibilities of the developers, the property owners, and the City. Development Agreements would be reviewed by the Planning Commission. The Planning Commission then would make any recommendations which would be forwarded to the City Council for final action.

14.3 Amendment to Specific Plan

Pursuant to the California Government Code Section 65453, a Specific Plan may be amended as often as deemed necessary by the legislative body. An application to amend this Specific Plan ("Major Amendment") may be filed by a landowner within FTSSP or may be initiated by the Fairfield City Council. All Major Amendments to FTSSP shall be processed in the same manner as the adoption of the initial Specific Plan, unless the amendment is considered a Minor Amendment. At the time an application is submitted, the Community Development Director shall determine whether an amendment meets the criteria for a Minor Amendment.

14.3.1 Minor Amendments

A Specific Plan may need to be revised in order to appropriately respond to changing conditions and expectations during the course of its implementation. To address this aspect of the planning process, the Specific Plan provides for Minor Amendments. A Minor Amendment may be initiated in the same manner as a Major Amendment. It can be processed administratively, subject to approval by the City Community Development Director, although the action taken by the Community Development Director may be appealed to the Planning Commission. In order for the City to approve a Minor Amendment, the revision must be in substantial conformance with the goals and policies of the FTSSP and the City of Fairfield General Plan. The environmental impacts of a Minor Amendment must be within the scope of the FTSSP EIR.

Examples of Minor Amendments to the FTSSP include but are not limited to:

- The addition of new or updated technical information that does not modify policies or standards of Specific Plan;
- Minor adjustments to land use and land use area boundaries within the established Specific Plan area as well as minor adjustments to the location of facilities, and street alignments where the overall land use pattern remains generally consistent with the Specific Plan objectives;
- Minor changes to infrastructure that does not adversely affect capacity or Level of Service;
- Modifications to the design concepts, architectural details, landscape treatments, fencing, lighting, trails and entry features and signage

monumentation treatments, provided that they comply with the development standards contained within the FTSSP Planned Development Overlay Zone or City Zoning Code and the intent of the design guidelines;

- Transfer of permissible dwelling units between property owners within the same Planning Area, subject to conformance with the standards and intent of the Specific Plan;
- Transfer of dwelling units between density categories, subject to conformance with the standards and intent of the Specific Plan; and
- Transfer of dwelling units between Planning Areas, subject to conformance with the standards and intent of the Specific Plan.

Minor amendments do not include:

- any revisions to FTSSP policies or standards;
- a change in land use affecting more than two acres;
- revisions to Figures 10-1 through 10-25 in the Transportation Chapter

14.4 Development Entitlements

Individual development projects proposed within the Specific Plan area are subject to review and subsequent approval of permits and entitlements by the City of Fairfield. Application, fee, and processing requirements shall be in accordance with the City's Zoning Code and other applicable regulations, unless modified by this Specific Plan. The Community Development Department will conduct an initial review of the application for completeness and consistency with the adopted FTSSP before distributing it to other City departments for review.

Project applications will be reviewed for consistency with all pertinent development standards/policies, design guidelines, EIR mitigation measures, and other applicable conditions of approval adopted as part of the FTSSP. Applications, such as tentative maps, use permits, and variances, will be reviewed by the Community Development Department using established procedures. All subsequent development projects as part of the FTSSP, public improvements, and other activities shall be consistent with this Specific Plan.

14.4.1 Subdivision Maps

Property owners shall file applications for Tentative Maps in accordance with the State Subdivision Map Act and City's Subdivision Ordinance. Such applications shall be filed concurrently with or subsequent to a Master PUD Permit application. As required by California Government Code, no Tentative Map shall be approved unless City determines it is consistent with the Specific Plan. Upon approval of a Tentative Map, property owner may submit a Final Map. As specified in California Government Code Section 66474.1, the Final Map must be approved if found to be in substantial compliance with the approved Tentative Map.

14.4.2 Zoning Permits

A landowner shall file the applicable permit application(s) required by Section 25.40 of the Fairfield Zoning Ordinance and FTSSP prior to the commencement of any development activities or change in land use. No building permit shall be issued by City until all applicable permit application(s) required by Section 25.40 has been approved.

14.4.3 Building Permits

Following approval of a Final Map and all applicable Zoning Permits, project applicants within the Specific Plan area may apply for building permits. All Project structures must be consistent with the Specific Plan and approved Tentative Subdivision map and must comply with the all applicable codes adopted the City of Fairfield.

14.4.4 Master PUD Permits

Following adoption of the Specific Plan and zoning, implementation of proposed development within the Specific Plan will then occur through approval of Master PUD Permits. For each Planning Area, the Master PUD Permit is the "bridge" between the overall Specific Plan and the more detailed subdivision maps. It is a conceptual land use and circulation plan for each Planning Area that will refine the intent and purposes of FTSSP for that geographic area. The Master PUD Permit is also the key instrument the City will use to determine phasing requirements related to infrastructure construction and other goals of FTSSP. No subdivision map, zoning permit, grading permit or other development entitlements will be granted until City has approved a Master PUD Permit.

Master PUD Permit Policies

Policy 14-8

A Master PUD Permit shall be prepared for Planning Areas 1-6. Preparation of Master PUD Permits is the responsibility of the landowner(s) within each Planning Area.

Policy 14-9

14-8-1. Each Master PUD Permit, or amendment to an adopted Master PUD Permit, shall be prepared by one or more landowners within that Planning Area and shall be submitted to City for the review and approval of the Planning Commission. The Master PUD Permit or Master PUD Permit amendment submittal shall include an application and processing fee, which are in effect at the time of application submittal.

14-8-2. A Master PUD Permit application may be filed by any property owner within the boundary of that Planning Area. However, City encourages the filing of joint applications among multiple property owners within each Planning Area. City shall provide notice to landowners within the Planning Area subject to the Master PUD Permit application that an Master PUD Permit submittal has been filed. Community Development Director shall conduct at least one informational meeting with Planning Area landowners prior to the Planning Commission's hearing on the application. The draft Master PUD Permit submitted to the Planning Commission shall demonstrate reasonable accommodation of all parcels within the Planning Area regardless of landowner participation in the preparation or submittal of an Master PUD Permit or Master PUD Permit amendment by one or more landowners.

Policy 14-10

A Master PUD Permit shall contain the following components regarding development within the boundary of its Planning Area:

1. Conceptual Land Plan which designates the location of various land uses, residential densities and housing types, consistent with the Specific Plan land use designations and policies; for parcels which are not owned by the Master PUD Permit applicant, the Conceptual Land Plan shall indicate the land uses as shown in the FTSSP Land Use Plan.

2. Conceptual Circulation Plan, showing the alignment of all streets and pedestrian/bicycle paths, except local residential streets and alleys;
3. Conceptual Park Plan, showing the location, layout and facilities of all park and trail facilities. Master PUD Permit application for Planning Area 5 shall include a conceptual park plan for the 50-acre Great Park;
4. Master Landscape Plan, including landscaping within public rights-of-way and any special edge treatments;
5. Master Wall and Fence Plan;
6. Master Exterior Lighting Plan;
7. Conceptual Water, Sewer, and Drainage Plans;
8. Requests to adjust Dwelling Unit Allocation among parcels; and
9. Phasing of private development within the Planning Area
10. Phasing of construction of public improvements both within and outside of the Planning Area

Policy 14-11

For Planning Areas having multiple landowners at the time of the initial Master PUD Permit application, the Master PUD Permit shall be used by City to determine:

1. Alignment of streets which traverse various parcels which have different owners;
2. Location of pocket parks, detention basins and similar public or quasi-public facilities which serve that Planning Area;
3. Transfer of density within a Planning Area, if requested by property owners; and
4. Construction responsibilities for public improvements that benefit multiple property owners, including but not limited to detention basins, parks, streets located on existing property lines or which traverse or benefit more than one parcel, and utilities. Determination of construction responsibilities shall include cost sharing ratios and cost reimbursement obligations.

Policy 14-12

Through approval of a Master PUD Permit, City shall determine the timing and phasing of construction of public improvements and facilities by landowners. These landowner responsibilities shall be a condition of approval of each Master PUD Permit. These phasing responsibilities shall include the following:

1. Construction of public roads, utilities, parks and buildings which are within the boundary of a Master PUD Permit; and
2. Construction of public roads, utilities, parks and buildings which are outside the boundary of a Master PUD Permit.

Policy 14-13

The phasing required for each Master PUD Permit shall ensure that adequate public facilities and services will be available in a timely manner, in accordance with adopted City standards and policies. The factors to be considered in the imposition of conditions of approval for phasing shall include but are not limited to the following:

1. Construction of public road improvements such that Level of Service standards in City's General Plan will be satisfied throughout development of FTSSP and each Planning Area;
2. Construction of public roads, pedestrian and bicycle paths to promote adequate access for emergency vehicles and to promote safe and convenient alternate modes of transportation;
3. Construction of water and sewer utilities to ensure City and State regulations are satisfied; and
4. Construction of public and private park and recreation facilities to correspond to the rate of residential construction.

Policy 14-14

In order to meet City's economic development objectives for job creation, it is necessary to link the phasing of residential development in Planning Areas 4 and 5 with the construction of public improvements for industrial development in

Planning Area 6. No later than City's issuance of the building permit for the 1750th residential unit in Planning Areas 4 and 5, the following improvements shall be constructed:

- The portion of New Canon Road from Vanden Road to Travis Air Force Base North Gate, including the railroad overcrossing;
- McCrory Road, from New Canon Road to existing Canon Road;
- Extension of the full compliment of utilities (water, sewer, drainage, natural gas, electrical and communication) into Planning Area 6; and
- Development of a minimum of 50 acres of industrial land; development means the following:
 - Final map has been recorded, creating one or more parcels;
 - Street improvements have been constructed to serve each of the parcels created in Final Map;
 - Rough grading has been completed; and
 - Utilities have been installed to serve each of the parcels created in Final Map.

Policy 14-15

Findings for Approval of a Master PUD Permit. No Master PUD Permit shall be approved unless City finds the Master PUD Permit is consistent with:

1. City's General Plan goals, objectives and policies;
2. Specific Plan goals, policies, standards and design criteria; and
3. FTSSP Planned Development Overlay Zone District regulations.

14.4.5 Consistency with Land Use and Planning Area Map

The Land Use Plan (Figure 1-2) and the Land Use Summary (Table 4-1) of this Specific Plan illustrate the vision, goals and the overall land use distribution within the FTSSP. As such, the exact delineation, configuration and acreage of the land use areas and Planning Areas depicted on these maps may be refined as part of future detailed development proposals to the City. This is provided that

such proposals remain consistent with the intent of this Specific Plan as described herein and the planning and design concepts, relationships, and ratios evident in these Plans (Figure1-2 and Table 4-1) are not diminished.

14.4.6 Consistency with Illustrative Plan

The Conceptual Illustrative Plan shown in Figure 4-1 depicts development of the Specific Plan area in a manner consistent with its policies and standards. Alternative patterns of development may also be consistent with the Specific Plan. Development proposals which vary from the Conceptual Illustrative Plan may be approved by the City, provided City finds their design quality to be equal to or better than the design quality demonstrated in the Conceptual Illustrative Plan.

14.4.7 Approvals by City Council

The City of Fairfield City Council shall be the approving body for all Final Maps, Specific Plan Amendments, and any deviations from City's standard specifications for public improvements.

14.4.8 Approvals by Planning Commission

The City of Fairfield Planning Commission shall be the approving body for all Master PUD Permits, Tentative Subdivision Maps, development entitlements not consistent with the Illustrative Plan; and any deviations from development standards.

14.4.8 Approvals by Community Development Director

The Community Development Director shall be the approving body for all Minor Specific Plan Amendments, development entitlements consistent with Conceptual Illustrative Plan and Parcel Maps.

14.5 Transfer of Dwelling Units

The FTSSP is expected to be built out over an estimated period of 20 years. During such a length of time, it is likely that some of the residential products initially proposed may change due both to broad changes in the national and regional housing markets and to local conditions. In addition, residential products may change due to continuing architectural innovations particularly in

the mid density ranges. To remain economically feasible, the housing types proposed for development within the residential Planning Areas will require continuing refinement in response to these market conditions. Also, the detailed planning, layout, and design of these residential neighborhoods and the precise delineation of Planning Area boundaries is complicated by multiple property owners within the FTSSP area. This typically creates a need for land swaps and other adjustments since the Planning Area boundaries and street grids do not always align with parcel ownership lines.

Thus, it is necessary to provide a mechanism for flexibility in regard to the permissible number of dwelling units and target density for each property as well as each Planning Area. This flexibility is achieved by allowing Transfer of Dwelling Units—the transfer of the right to build permissible dwelling units between properties within an individual Planning Area as well as between Planning Areas. This Transfer of Dwelling Units is subject to the limitations established in Table 14-1 FTSSP Density Flexibility, and Table 14-2. These limitations provide development flexibility; yet, more importantly, they ensure the achievement of the Specific Plan vision which is dependent on an appropriate balance and distribution of residential density in relation to the train station.

Transfer of Dwelling Units allows for the redistribution of residential units within the established Density Flexibility limitations. For instance, if the number of residential units developed within a property and/or Planning Area is planned to be below the designated target, then all or a portion of the remainder of those units may be transferred to another property or Planning Area. The Director of Community Development shall approve the transfer upon a determination that the transfer meets all of the following conditions:

- The resulting total number of dwelling units proposed for both the donor and recipient Planning Areas is within the mandatory maximum and minimum limits established in Table 14-1 FTSSP Density Flexibility, and Table 14-2.
- The resulting total number of dwelling units proposed within each density category for both the donor and recipient Planning Areas is within the mandatory maximum and minimum limits for each density category established in Table 14-1 FTSSP Density Flexibility, and Table 14-2.
- There is no adverse effect to the Level of Service of local or regional transportation improvements.

- There is no significant adverse effect on projected demands on parks, schools, infrastructure, and community facilities.
- Grading and landform alteration substantially complies with that previously approved for the Specific Plan.
- No new significant environmental impacts results from the transfer.

Policy 14-16

Approval of any Transfer of Dwelling Units shall be considered by City concurrently with a corresponding development entitlement application, such as tentative subdivision map or development review.

14.5.1 Transfer within a Planning Area

Table 14-1 identifies the Adjusted Gross Acreage (AGA) for each separately owned parcel (or fraction thereof) within the Planning Area and the target number of dwelling units permitted in each ownership, each density category, and the Planning Area as a whole.

The AGA includes the net developable acreage as well as acreage for local streets, open space, parks less than 2 acres in area, and infrastructure per Table 4-1, Land Use Summary and the tables prepared for the Master PUD Permits. The Land Use Summary table is subject to minor refinement as approved by the Community Development Director as detailed delineation of the Planning Areas is established. However, in no case may the minimum required number of dwelling units for the overall FTSSP not be met or the maximum permissible number of dwelling units for the overall FTSSP be exceeded. (See Table 14-1 and 14-2)

The Community Development Director shall maintain the FTSSP Density Flexibility as approval is granted and throughout the phased development of the FTSSP. Transfer of Dwelling Units provision outlined above shall apply to transfer of units within a Planning Area, provided that the target number of dwelling units for that Planning Area is not exceeded and the maximum and minimum limits established for density categories in Table 14-1 FTSSP Density Flexibility are maintained for that Planning Area overall. If these provisions are not met, a Transfer between Planning Areas may be required.

14.5.2 Transfer between Planning Areas

An increase in the number of units in any Planning Area beyond the target shall be offset by a decrease in the number of units in another Planning Area of the FTSSP under same ownership (or another ownership by agreement) as approved by the Community Development Director. The Transfer of Dwelling Units provision outlined above shall apply to transfer of units between Planning Areas, provided that the target number of dwelling units for the FTSSP overall is not exceeded and the maximum and minimum limits established for density categories in Table 14-1 FTSSP Density Flexibility, and Table 14-2 are maintained for the FTSSP overall.

14.6 Density

The density flexibility plan established in Table 14-1 FTSSP Density Flexibility, and Table 14-2, allows for each Planning Area to have both a target number of dwelling units and a range of permitted units above and below the target, with a mandatory maximum and a mandatory minimum number of dwelling units. The target number of dwelling units, calculated based on the AGA, is a projection of density that will be built in a planning area based on the Specific Plan Vision and the product types envisioned for that Planning Area. Also, the minimum and maximum number of dwelling units permissible on each property in effect targets that property to a specific density category.

Any tentative map or site plan for a planning area that has a residential density below or above the target may be granted a density transfer by the City provided that the proposed density conforms to the maximum and minimum density ranges limitations established in Table 14-1 FTSSP Density Flexibility, and Table 14-2. An increase in the density in any planning area beyond the target shall be offset by an equal decrease in the density in another area.

14.6.1 Calculation of Density

The density of a property shall be calculated by dividing the number of dwelling units provided by the Adjusted Gross Acreage (AGA). The residential development program matrix includes the AGA for each property within a Planning Area.

14.6.2 Minimum Density Standards

The achievement of the Specific Plan vision is dependent on an appropriate concentration, balance and distribution of residential density. The FTSSP includes three categories of residential density to guide the implementation of this vision: Low Residential (LR), Medium Residential (MR) and High Residential (HR). The density ranges are as follows: LR—4 to 10 du/acre, MR—10.0 to 20.0 du/acre, and HR—20.0 du/acre up to 50.0 du/acre. The zoning designations for the parcels within these broad ranges are delineated in the Zoning Code and the FTSSP Planned Development Overlay Zone to be adopted as part of the Municipal Code. All development proposals for properties designated as such shall comply with the minimum density standards as established in Table 14-1 Density Flexibility, and Table 14-2.

14.7 Phasing

The FTSSP is planned to be built out over an estimated period of 20 years in response to market demands and based on City's ability to provide an orderly extension of roadways, infrastructure, public services and utilities. The build-out will likely occur in multiple phases that may occur sequentially and/or concurrently. Infrastructure, services and amenities will be installed as needed to serve the incremental addition of future development phases.

The exact timing and sequencing of the construction of Backbone Fee Transportation improvements cannot be determined at this time due to the uncertainty regarding the timing of: (a) roads constructed by Villages at Fairfield project, (b) funding of Jepson Parkway improvements by STA, (c) timing of development in the southeastern portion of Vacaville which impacts Specific Plan roads, and (d) timing and sequencing of development within the Specific Plan area. The phasing policies below provide a flexible structure for ensuring adequate infrastructure is constructed concurrently with development within the Specific Plan area.

For purposes of the policies in Chapter 14.0 a "Development Project" is defined to mean development pursuant to a subdivision map or, if no subdivision map is filed, then development authorized by a development review application.

Phasing Policies

Policy 14-17 Phasing of Backbone Transportation Improvements shall occur as follows:

1. Each Development Project shall fund or construct its proportionate share of the Backbone Transportation Improvements. A Development Project's proportionate share is equal to the number of residential units within the development project multiplied by the dollar amount of the per unit Contemplated Northeast fee.
2. Through the conditions of approval of each Development Project, City shall determine: (a) what portion of the Backbone Transportation Improvements shall be constructed with that Development Project and (b) timing of the funding or construction of those Backbone Transportation improvements within the context of the build out of that Development Project.
3. The conditions of approval of each Development Project shall require that its proportionate share of the Backbone Transportation Improvement is constructed or funded by that Development Project no later than 67% of its build out.

Policy 14-18

Road improvements shall be constructed such that City's Level of Service is maintained for each intersection within the Specific Plan area throughout its build out.

Policy 14-19

Notwithstanding any other Specific Plan policy, City shall have the right to require a Development Project to construct the improvements along its frontage of a Backbone Transportation Improvement consistent with its respective street section, as shown in Chapter 10. If the cost of those frontage improvements exceeds its proportionate share of the Backbone Infrastructure, City shall provide reimbursement to the Development Project for the excess cost, in accordance with City's reimbursement policies and Northeast Fee program.

Policy 14-20

Through the conditions of approval of each Master PUD Permit and Development Project approvals, City shall determine the timing, location, and design of off-site and on-site drainage, water and sewer improvements that shall be constructed by the development within that Area Plan, in order to comply with City standards.

Policy 14-21

Through the conditions of approval of each Development Project, City shall determine the timing, location, and design of off-site and on-site public parks that shall be constructed by the Development Project. Those conditions of approval shall be consistent with these general policies regarding the phasing of construction of public parks within the Specific Plan area:

14-21-1 The construction of the Lake Park shall be completed prior to the buildout of Planning Area 4. The timing of specific phases of construction of the Lake Park shall be determined through the terms of a development agreement with the landowners of PA 4 or, if no development agreement, through the conditions of approval for the Master PUD Permit for PA 4.

14-21-2 The construction of a minimum of 16 acres of the Great Park shall be completed prior to the buildout of Planning Area 5. The timing of this park construction shall be determined through the terms of a development agreement with the landowners of PA 5 or, if no development agreement, through the conditions of approval for the Master PUD Permit for PA 5.

14-21-3 The construction of the approximate 5-acre neighbourhood park in Planning Area 3 shall be completed prior to the buildout of that Planning Area, unless City establishes a later date for completion through the conditions of approval for the Master PUD Permit for PA 3.

14-21-4 The timing of the Linear Park improvements located east of Peabody Road shall be determined through terms of a development agreement with the landowners in PA 4 and PA 5. The timing of the Linear Park improvements west of Peabody Road shall be determined through the conditions of approval for the Master PUD Permit for PA 1. The portion of the Linear Park abutting New Canon Road and Peabody Road shall be constructed concurrently with the construction of those road segments.

Policy 14-22

The phasing of fire protection services shall be done in accordance with Policies 9-2 through 9-7.

14.8 Financial

14.8.1 Overview

The recent recession and resulting loss of local revenue has severely affected the City's ability to provide municipal services, particularly those supported by the General Fund. Revenues are not expected to rebound to pre-recession levels in the foreseeable future. It is the City's goal that each new development project provides sufficient revenue to pay for the cost of the services it demands and not further degrade services to existing residents and businesses. For FTSSP, the Guiding Principles (Sections 1.2.6 and 1.2.7), state it is critical that new development in FTSSP pay for the cost of ongoing municipal services and construction of new public improvements. The financial issues associated with FTSSP have three key components.

1. Construction of public improvements and facilities;
2. Financing of public improvements and facilities; and
3. Financing of ongoing municipal services.

While this section provides a general framework for financial issues, a comprehensive Financial Plan shall be adopted concurrently with the Specific Plan, which will be incorporated by reference or adopted as a supplemental section. The Financial Plan will:

1. estimate the financial obligation of new development within FTSSP to pay for cost of Backbone Infrastructure, by estimating the cost to construct Backbone Infrastructure and deducting any existing funding sources for that infrastructure; this obligation will be calculated on an "equivalent dwelling unit" basis; and
2. estimate the financial obligation of new residential development within FTSSP to pay for the cost of municipal services it demands, by estimating the cost of municipal services and deducting estimated residential tax revenue.

"Backbone Infrastructure" is a term used throughout this chapter. Backbone Infrastructure is defined to mean major public improvements designed to serve the entire Specific Plan area or substantial portions of the Specific Plan area. Examples of Backbone Infrastructure include but are not limited to the following:

1. New arterial streets or widening of existing arterial streets within FTSSP, as described in Chapter 10, including bridges and overcrossing structures;
2. New arterial streets or widening of existing arterial streets outside FTSSP which were part of the assumptions used in the traffic analysis of the EIR; these include
 - a. widening of Peabody Road to 6 lanes from the vicinity of Markeley Road to Air Base Parkway
 - b. construction of Walters Road extension from Cement Hill Road to Air Base Parkway; this may be 2 to 4 travel lanes, as will subsequently be determined by Solano Transportation Authority.
 - c. Construction of off-site road improvements identified as mitigation measures in the EIR
3. Municipal buildings which serve Specific Plan area, including new fire station building (relocation of Station 39) and neighborhood recreation center, as described in Chapter 9
4. Major parks consisting of the Great Park, Linear Park and Lake Park, as described in Chapter 9
5. Storm water detention/retention basins in excess of a volume of 5 acre-feet;
6. Water transmission or distribution lines in excess of 12-inch diameter; and
7. Wastewater collector lines in excess of 10-inch diameter.

While the City wants to ensure there is adequate financing for the construction of Backbone Infrastructure and ongoing Municipal Services, City also does not want to place an undue financial burden on future residents within FTSSP.

14.8.2 Financing of Municipal Services

It is the goal of the Specific Plan that new development within FTSSP:

1. Will have adequate municipal services
2. Generates sufficient tax revenue equal to or greater than the cost of municipal services it requires

3. Does not result in a future reduction in municipal services to existing residents and businesses within the city

“Municipal Services” means services provided by City of Fairfield to residents and businesses within Specific Plan, in accordance with adopted City standards. Municipal services include but are not limited to the following:

1. police protection;
2. fire protection;
3. maintenance of public parks and public open space areas;
4. maintenance of landscaping and street lights within public rights-of-way;
5. maintenance of storm water conveyance facilities and detention basins;
6. maintenance of public streets and roads;
7. operation and maintenance of a neighborhood or recreation center; and
8. maintenance of public open space lands within or adjacent to FTSSP.

The financing of municipal services for FTSSP shall be based on multiple sources of revenue:

- property taxes and sales taxes from new development;
- state subventions based on population;
- establishment of Community Facilities Districts to pay for the cost of public safety services, parks maintenance and open space maintenance;
- establishment of Lighting, Landscaping and Maintenance Districts to pay for the cost of maintenance of landscaping, streetlights, sidewalks in public rights-of-way of arterial streets; Linear Park maintenance and other public property; and
- establishment of Homeowners Associations to pay for the cost of maintenance of landscaping, streetlights and sidewalks in “pedestrian realm” abutting non-arterial streets.

Through the establishment of the CFDs, LLMDs and HOAs required in this chapter sufficient revenue will be generated to the City to pay for the full cost of services provided to new development within the Specific Plan, including:

- public safety services (police and fire protection);
- maintenance of new public parks;
- street lights, sidewalks, walls and landscaping abutting public streets within the Specific Plan;
- storm water detention basins and water quality features; and
- maintenance of public open space.

Financing Municipal Services Policies

New residential development within Specific Plan shall generate tax revenue to City equal to or greater than the cost of Municipal Services. In order to accomplish this, City shall establish or require the establishment of the following:

1. Community Facilities Districts ("CFD") to pay for the cost of:

- providing public safety services (police and fire);
- maintaining public parks; and
- maintaining public open space.

2. Lighting, Landscaping Maintenance Districts ("LLMD") to pay for the cost of maintaining:

- streetlights, sidewalks, and landscaping within the rights-of-way of arterial streets;
- stormwater detention and water quality facilities, including the water portion of the Lake Park; and
- Linear Park.

3. Homeowners Associations ("HOA") to pay for the cost of:

- maintaining the pedestrian realm abutting local streets;

- maintaining pocket parks; and
- providing certain private recreational services to supplement services traditionally provided by City

Property Tax Limitations

The property tax burden for residential property owners, at the time of establishment of each CFD, shall not exceed an annual combined total tax rate for all CFDs of 1.5% of the estimated assessed valuation of those residential properties. The estimated assessed valuation of residential properties shall be determined by City at the time of formation of the each CFD. This 1.5% "tax target" consists of the combined total of the 1% property tax, any existing supplemental property taxes and the proposed CFDs. The 1.5% tax target excludes HOA dues, LLMD assessments, and any utility charges, utility user tax, parcel tax, sales tax or any other similar charges, taxes or fees that currently exist or may be subsequently adopted by City or other public agency. Given the City's determination that it is necessary to establish CFDs provide adequate municipal services and given the City's desire to avoid an excessive rate of property taxes for its residents, the City does not support the formation of a CFD within the Specific Plan by a school district or any other public agencies. The amount of tax capacity that is available to finance public improvements shall be the residual of CFD revenue available after the municipal services CFDs, as described below, have been satisfied within the 1.5% tax target.

Community Facilities Districts

All land within the Specific Plan area designated for urban development shall be included in one or more of the following Community Facilities Districts (CFDs):

CFD 2006-1. All land designated as residential or commercial land uses shall be included within CFD 2006-1. The tax revenue from CFD 2006-1 shall be used to provide police and fire protection services and to provide maintenance of certain public parks. The parks within the Project Area which will be maintained by this tax revenue consist of the land portion of the Lake Park, the 5-acre Neighborhood Park in PA 3, and the Great Park.

Park and Open Space CFD. All land designated for residential land use shall also be included within a new Park and Open Space CFD, in addition to CCFD 2006-1. This CFD is in lieu of CFD 2004 and its initial tax rate shall be the same tax rate in effect at the time of its formation as CFD 2004. The new CFD shall have an annual adjustment in its tax rate based on an index. The tax revenue from this new CFD shall be used for the following purposes: (a) maintenance of a portion of the Great Park (b) maintenance of open space land, and (c) acquisition of open space land.

Non-residential Public Safety and Open Space CFD. All land designated for industrial land use, located in Planning Area 6, shall be included in a new Non-residential Public Safety and Open Space CFD. The tax revenue from the Non-residential Public Safety CFD shall be used for Public Safety (municipal police and fire) services, including but not limited to expenses for personnel, equipment, and supplies and may be used for the maintenance of public open space.

CFD Policies

Policy 14-23

No Development Project with residential or commercial land uses shall be approved by City unless its conditions of approval require it to annex to CFD 2006-1 and to request the establishment of the new Park and Open Space CFD, or annex to it if the CFD has already been formed.

Policy 14-24

No Development Project with industrial land uses shall be approved by City unless its conditions of approval require it to request the formation of the new Non-residential Public Safety and Open Space CFD, or annex to it if the CFD has already been formed.

Policy 14-25

A Development Project applicant shall submit all required applications and submittal requirements and pay all costs associated with the establishment of any new CFD or annexation to an existing CFD

Policy 14-26

None of the following categories of land use or ownership shall be included in or subject to payment of CFD taxes described herein:

- a. public open space land,
- b. City owned right-of-way,
- c. land owned by City for municipal purposes, or
- d. land covered by a conservation easement established

in accordance with the provisions of Section 5.16.

Policy 14-27

All CFDs shall include an annual escalation factor, as determined by City at time of formation of each CFD.

Lighting, Landscaping Maintenance District(s)

A Lighting, Landscaping Maintenance District(s) ("LLMD") shall be established to pay for the maintenance of the following facilities:

- a. the Linear Park within Specific Plan area;
- b. the street lights, sidewalks, landscaping, street furniture and other architectural features within the rights-of-way of those portions of Vanden Road, Peabody Road, Cement Hill Road, and New Canon Road which are within the Specific Plan area; and
- c. Water portion of Lake Park, including storm water detention and conveyance facilities.

A single LLMD shall be formed for all of Planning Areas 4 and 5. Planning Areas 1, 2 and 3 may be annexed to that LLMD or may be annexed to existing LLMDs which abut those areas, as determined by City.

LLMD Policies

Policy 14-28

All land within Specific Plan designated for residential, commercial, office, industrial or private recreational development shall be included within a Lighting Landscaping Maintenance District ("LLMD"). Each LLMD shall be established by City in accordance with California Streets and Highways Code Section 22500, *et seq.*, and the City's regulations and ordinances.

Policy 14-29

No Development Project shall be approved by City unless its conditions of approval require it to form or annex, as appropriate, to a LLMD. City shall determine whether a new LLMD shall be formed or whether the Development Project property shall be annexed to an existing LLMD.

Policy 14-30

Each Development Project applicant shall submit all required applications and submittal requirements and pay all costs associated with the establishment of any new LLMD or annexation to an existing LLMD.

Homeowner Association Responsibilities

Certain services will be provided to future FTSSP residents through one or more Homeowner Association(s) ("HOA"). Purposes of the HOA include the following:

- provide a cost-effective method of providing certain, limited services
- allows residents to determine the level of service they wish to receive
- reduces the cost and scope of the municipal services within the Specific Plan
- plays an important role in maintaining the high quality standards of the Project.

HOA Policies

Policy 14-31

All land designated for residential development by FTSSP, including residential uses in mixed-use development, shall be included in one or more Homeowner Association(s) ("HOA"), except PA9b and PA9c. Such associations shall be established as required through the conditions of approval of each Development Project.

Policy 14-32

The duties and responsibilities of each HOA shall include but are not limited to the following:

- maintain all common areas which are designed and intended for use by residents, including pocket parks, landscape corridors, trails, plazas, private streets and private alleys;
- maintain all walls or fences which abut arterial streets or which abut any public park or any other wall or fence which is not maintained by a private property owner;
- operate and maintain Village Club recreation facility in PA 4, recreation center in PA 5 and any other recreation center in any other Planning Area;
- maintain the "Pedestrian realm" abutting all non-arterial streets.
"Pedestrian Realm" means those portions of all street rights-of-way, within Project Area and as shown in Specific Plan, located between the curb and right-of-way line, but excluding Vanden Road and New Canon Road. The

Pedestrian Realm shall be parcels owned by the Master HOA, and shall be separate from the public street right-of-way. The Pedestrian Realm parcels shall be encumbered by public access and utility easements in favor of City through its approval of subdivision maps; and

- maintain all parks with the exception of the Linear Park, Great Park, Lake Park, and the 5-acre neighborhood park in Planning Area 3;

Through conditions of approval of a Development Project, City may require that an HOA maintain other facilities not listed above. In no case shall City maintain any fences or walls abutting streets, parks or open space.

Policy 14-33

There shall be a single, Master HOA for PA4 and PA5. That HOA shall operate and maintain the Village Club and any other private recreation and park facilities within PA4 and PA5.

Policy 14-34

Prior to their recordation, the City will review and approve any CC&Rs and any articles of incorporation of the HOA, including the facilities maintained and operated by the HOA. An HOA may allow joint use of certain HOA facilities by the City through a subsequent agreement between the City and HOA.

Policy 14-35

In lieu of separate HOAs for PA1, PA2, PA3, and PA 9, property owners within those Planning Areas may request annexation to the HOA for PA4 and PA5. Any such annexation is subject to subsequent approval by the PA4 and PA5 HOA.

Policy 14-35

In addition to a Master HOA for a Planning Area, neighborhood HOAs shall be allowed to operate and maintain facilities which benefit only that neighborhood.

Policy 14-36

Each HOA CC&Rs shall include standards for maintenance of the items listed in Policy 14-32. Those HOA maintenance standards shall not be less than City's standards of maintenance for comparable facilities.

14.8.2 Construction of Infrastructure

Policy 14-37

New development within FTSSP is required to construct or fund all Backbone Infrastructure needed to serve the FTSSP area, as identified in FTSSP or FTSSP EIR or which are required as a mitigation measure by the FTSSP EIR. Backbone Infrastructure are those improvements listed in the Contemplated Northeast Fee program and as described in Appendix D.

Policy 14-38

The determination of the phasing of construction of Backbone Infrastructure shall be in accordance with the Phasing Policies.

Policy 14-39

City shall not require new development within FTSSP to construct the following public improvements or facilities:

1. Solano County shall be responsible for the construction of a branch library building;
2. Fairfield-Suisun Sewer District shall be responsible for the construction of the relief sewer trunk line from the vicinity of Peabody/Vanden Road intersection to the vicinity of E. Tabor/Walters Road intersection;
3. Travis Unified School District shall be responsible for the construct any school facilities needed to serve students from FTSSP area; and
4. Public improvements or facilities which were constructed by City or other public agencies in advance of the timing for construction by FTSSP landowners.

This policy shall not preclude: (a) any agreement between a Development Project applicant and another public agency regarding the construction of public improvements or facilities by a Development Project applicant, or (b) exercise of any statutory authority of another public agency to require the construction of a public improvement or facility by a Development Project applicant.

Policy 14-40

The City's conditions of approval of a Development Project shall require the applicant to construct all public improvements within its boundary and any off-site improvements in the time, manner and location as required by the Specific Plan and Master PUD Permit. These include but are not limited to:

1. local residential streets, collector streets, connector streets, local industrial streets, and alleys;
2. water and sewer lines of lesser diameter than described in Section 14.8.1;
3. public parks and trails required by FTSSP which are not listed in Section 14.8.1, including pocket parks; and
4. any other public improvements required by FTSSP or by other City regulation which is not listed in Section 14.8.1.

14.8.3 Financing of Public Improvements and Facilities

The financing for construction of public improvements and facilities required by FTSSP have multiple sources. These sources include but are not limited to the following:

1. existing City development impact fees, including AB 1600 fees and construction license tax;
2. a Contemplated Northeast Fee, which will amend the existing Northeast Fee;
3. a Contemplated AB 1600 Traffic Impact Fee which will amend the existing AB 1600 Traffic Impact Fee
4. a Contemplated AB 1600 Park Impact Fee which will amend the existing AB 1600 Park Impact Fee
5. new Infrastructure Community Facilities District(s) which will finance the construction of infrastructure which is not included in the fee program of an adopted Development Impact Fee;
6. Travis Unified School District Impact Fees (school facilities);
7. Solano County Public Facilities Impact Fee (branch library);

8. State and Federal grants, including those administered by Solano Transportation Authority for Jepson Parkway;
9. Fairfield Suisun Sewer District (sewer relief line); and
10. private financing by landowners within FTSSP.

Financing Policies

Policy 14-41: Contemplated Northeast Fee

For the purposes of Chapter 14.0, the term "Contemplated Northeast Fee" shall mean an amendment to the existing Northeast Fee that includes a revision in the amount of new development within the boundary of the Northeast Fee and infrastructure needed to accommodate that development, both as described in Appendix D. The Contemplated Northeast Fee includes the new development allowed by the Specific Plan as well as the infrastructure needed to support that development.

14-41-1 City shall use its best efforts to consider adoption of the Contemplated Northeast Fee within 270 days of adoption of the Specific Plan.

14-41-2 In addition to the public improvements which benefit all development within the Northeast area, the Contemplated Northeast Fee will also fund certain public improvements which primarily benefit new development within Specific Plan area. New development within the boundary of the Contemplated Northeast Fee boundary but outside Specific Plan area will be excluded from paying that portion of the fee which funds those improvements which primarily benefit the area within the Specific Plan. Those improvements which primarily benefit the Specific Plan area are described in Appendix D

14-41-3 Until City has adopted the Contemplated Northeast Fee, no Master PUD Permit, tentative map, zoning permit or other development entitlement within the Specific Plan area shall be approved, unless an alternate financial obligation with equivalent dollar value has been included in the terms of a development agreement adopted by City Council.

Development Impact Fee Credits

The timing and manner of the fee credits or reimbursements shall be in generally in accordance with the following policies. In the case of conflict with these policies and the provisions of the subsequently adopted Northeast Fee program, the provisions of the adopted Northeast Fee program shall prevail.

Policy 14-42 Contemplated Northeast Fee Credits

1. When a developer constructs improvements which are part of the fee programs for City's Development Impact Fees, including the Contemplated Northeast Fee, Developer shall receive fee credits or reimbursement from City.
2. A Fee credit shall be earned by a developer when:
 - a. a developer has entered into an improvement agreement with City to construct a public improvement which is included in the fee program for the Contemplated Northeast.
 - b. a developer has dedicated right-of-way or provided biological mitigation, to the extent that such right-of-way dedications and biological mitigation are included in the adopted Northeast Fee program
 - c. a developer has paid for the Specific Plan and EIR or similar studies, to the extent such documents are included in the adopted Northeast Fee program.

The fee credit will be the amount of the fee otherwise due and payable at the time of building permit issuance, and shall be deducted from each permit until the total amount of the fee credit has been exhausted.

3. The amount of the Contemplated Northeast Fee credit associated with each subdivision improvement agreement shall be equal to the estimated cost of the improvement being constructed, as described in the adopted fee program for the Contemplated Northeast Fee. The amount of the fee credit, as determined by City, shall be included in the subdivision improvement agreement.

4. Any Fee credits earned by a Development Project shall be applied by City only to that Development Project and may not be transferred to another property, unless agreed to by both City and developer.

5. If a developer defaults on an improvement agreement described in the subsection, Developer shall lose all unused fee credits and shall be liable to compensate City for fee credits used in lieu of paying fees. The compensation due City shall be equal to:

- a. 100% of the dollar amount of the fee credits used, and
- b. accrued interest from the date fee credit was used, compounded at an annual rate of 6%, and

c. a penalty payment equal to 20% of the dollar amount of the fee credits used.

Policy 14-43 Park Impact Fee Credits

1. A developer shall receive Park Impact Fee credits for the public parks it constructs, as provided in this subsection.

2. The public park improvements eligible for fee credit are only those listed in Appendix E. The types of fee credits provided by City for public park improvements constructed by a developer consist of the following:

a. City's AB 1600 Park Impact Fees

b. 25% of City's Park and Recreation Bedroom Tax

c. Northeast Fee for Linear Park; 75% of the estimated cost of Linear Park construction, as established in the Contemplated Northeast Fee shall be a credit against the Northeast Fees to be paid by Developer and 25% of the cost shall be a credit against the AB 1600 Park Impact Fees to be paid by Developer

3. When a developer is eligible for an AB 1600 Park fee or Bedroom Tax credit, the amount of the fee otherwise due and payable at the time of building permit issuance, shall be deducted from each permit until the total amount of the fee credit has been exhausted.

4. Fee Credits or reimbursement for construction costs for public park improvements shall be determined and fixed by the City Engineer at the time construction commences on the improvements listed in Appendix E. A developer will earn fee credits when the improvement agreement is executed and the construction bonds are in place for the public park improvement covered by such improvement agreement.

5. If the amount of fee credit is less than the amount of the otherwise applicable fee, a developer shall thereafter pay an amount which, when added to the credit received for the construction of facilities, equals the fee obligation.

6. If the amount of fee credit is greater than the amount of the otherwise applicable fee, a developer shall be paid the difference from the appropriate Development Impact Fee fund. The timing of reimbursement to a developer shall be subject to subsequent reimbursement agreement between City and a developer for improvements constructed. City shall not unreasonably withhold reimbursement to a developer if funds are available, but City may defer reimbursement if such funds are needed for other Development Impact Fee

projects. Reimbursement from City to a developer is available only to the degree funds are available.

7. City shall use Park Impact Fees collected within Specific Plan Area and Northeast Area to reimburse a developer for the improvements which exceed the amount of the fee credits. This reimbursement shall occur on an annual basis and shall be paid only to the extent the City has available Park Impact Fees which which: (a) had been collected by City during the prior calendar year, and (b) are not subject to reimbursement to other developers in City and (c) are described in a reimbursement agreement.

Policy 14-44 Reimbursement Agreements

In order for a developer to receive reimbursement from City, City and a developer shall first enter into a reimbursement agreement. In addition to its other terms, the agreement shall provide that:

- a. The general fund of the City is not liable for payment of any obligations arising from the agreement;
- b. The credit or taxing power of the City is not pledged for the payment of any obligations arising from the agreement;
- c. The developer shall not compel the exercise of the City taxing power or the forfeiture of any of its property to satisfy any obligations arising from the agreement;
- d. The obligation arising from the agreement is not a debt of the City, nor a legal or equitable pledge, charge, lien, or encumbrance, upon any of its property, or upon any of its income, receipts or revenues, and is payable only from the fees deposited in the appropriate City Development Impact Fee fund; and
- e. The reimbursable amount shall be adjusted annually in accordance with the engineering news record index applicable to the fees themselves, or otherwise adjusted by agreement between the Parties.

Policy 14-45 Infrastructure Community Facilities District

A Development Project applicant may request that City form an infrastructure CFD(s) for the purpose of funding the construction of public improvements required by the Specific Plan. The infrastructure funded by a CFD shall not be a public improvement funded by a Development Impact Fee, including the Contemplated Northeast Fee. The amount of any taxes levied by one or more

infrastructure CFDs available shall be limited in accordance with the policies in Chapter 14.0.

Exhibit "B"

Amendments to the General Plan Policy Document

provide incentives for assembling smaller parcels to create feasible infill projects.

Policy LU 19.3

Allow street parking spaces adjacent to properties to be counted toward meeting the parking requirements for new residential and mixed-use projects near the downtown but outside the P-1 Parking Overlay District.

Policies for Specific Plan and Master Plan Areas

Following are descriptions and specific policies for the Train Station Specific Plan Area and the two Master Plan Areas. As described in the section on future land use, Master Plan Areas are special study areas which have the potential for urban development, but are presently constrained by a variety of existing factors. In addition, there are specific policies governing development in the Cordelia area.

Fairfield Train Station Specific Plan Area

The Fairfield Train Station Specific Plan Area encompasses 2,972 acres of land to the north of Cement Hill Road and the east of Peabody Road. Over 60% of the land is dedicated to greenbelt and conservation open space and recreational lands.

The purpose of the plan is to create a community framework based in sustainable urban form, traditional neighborhood planning principles, transit-oriented design, and an integrated open space and transportation concept.

The plan envisions the development of a variety of housing types with up to 6,800 dwelling units on 503 residential acres. Approximately 3,000 of these dwelling units will be within ½ mile of the planned train station. Complementing the residential development will be two major employment centers, commercial and mixed use development, parks and open space, and public schools and a library.

All development in the planning area shall comply with the adopted Fairfield Train Station Specific Plan. This Plan contains development standards, design guidelines, policies for public facilities and services, and directives for administration and implementation. Future land uses are shown on Figure 1-2 of the Specific Plan.

Policies for the Cordelia Area

The following policies were included in the Cordelia Area Specific Plan, which was repealed in 1999. These policies apply to land that was formerly addressed in that plan.

Open Space/Agriculture

1. The location of open space corridors may vary from those depicted on the diagram except when the location is fixed by such features as an earthquake fault zone, PG&E power line, natural topographic or vegetative feature, along the Urban Limit Line, or divides land uses. The width and location of the open space corridor over the earthquake fault zone shall be determined by geotechnical studies.
2. The minimum size of a residential lot abutting land designated as Intensive Agriculture shall be 1/4 acre.
3. The use of the extensive agricultural land which lies between I-680 and Suisun Marsh shall be limited to those agricultural operations which are harmonious with the adjoining marsh and wetland area. Examples of acceptable uses include grain and hay crop production and irrigated and non-irrigated pasture.
4. There shall be an open space corridor with a minimum width of 50 feet along the Urban Limit Line when abutting areas designated Intensive Agricultural by the plan.
5. When development occurs adjacent to areas designated as Extensive or Intensive Agriculture, fencing shall be installed which is designed to discourage trespassing onto such agricultural properties.
6. Ridge lines and riparian areas shall be retained in open space uses.
7. The environmental quality of Suisun Marsh shall be protected and enhanced through a combination of land use regulation and construction of public facilities. Activities within and adjacent to the marsh shall generally be limited to the following: nature-oriented recreation, hunting, fishing, wildlife habitat, low-speed boating, and only those specific types of agricultural operations which will avoid alteration of topography, vegetation, watercourses and soil-water relationships.

Deleted: Peabody-Walters Master Plan¶

¶ The Peabody-Walters Master Plan was adopted on September 6, 1994 for the area east of Claybank Road and north of Air Base Parkway. The Master Plan establishes specific policies and standards for this area. Future uses for land within the Master Plan area are identified on the General Plan Land Use Diagram.¶

city, the base is becoming connected to central Fairfield by development that has progressively extended eastward. Much of the remainder of the Northeast area is vacant. However, there is an area of heavy industrial development along Huntington Drive. In addition, various manufacturing and service commercial uses are located along Peabody Road and Cement Hill Road in the unincorporated County.

Future Land Use – The Livable City Concept

Through the Land Use Diagram, Goals, Objectives, Policies, and Programs, the Land Use Element is a plan for future development of the City to the year 2020. This plan is a response to the unique issues, opportunities and constraints that face the community. Some of the key issues which the element addresses are amount and rate of growth, distribution and location of future land uses, and extent of future City boundaries. These issues, and others, are resolved in the context of a variety of opportunities and constraints, such as availability of vacant land, availability of public services and facilities, the existing pattern of land uses, and the natural environment.

Past strategies for future development have emphasized annexation of undeveloped land and establishment of unique identities for the western, central and eastern areas of the city. The experience of other cities, however, has demonstrated that this type of growth pattern plays an important role in causing urban sprawl. Symptoms of sprawl include the loss of productive farmland, increased parking and infrastructure requirements, increased traffic, and a growing inability to access basic services without the use of an automobile.

With this in mind, the Land Use Element is based on a future scenario known as the "Livable City" concept. This concept envisions the city developing in a manner that promotes a more compact and efficient land use pattern, and places less emphasis on development that necessitates use of the automobile. In particular, the Land Use Element incorporates the following concepts:

- Fairfield will remain an important center in Solano County for government, business, and commerce. The downtown area will become a stronger center for the entire City.
- There will be a strong commitment toward protection of agricultural areas outside the Urban Limit Line and to the separation from other urban areas in the County.
- Future development will largely occur within the existing City limits. Limited development will be proposed outside the City limits as part of future annexations, primarily to achieve certain related objectives that are difficult to achieve within the existing city limits. Examples would include

the establishment of a large technology-related industrial center and the development of a regional open space park north of the City. An example would be establishment of a transit-oriented community adjacent to the future Fairfield-Vacaville train station and a rail-served industrial park east of Vanden Road in conjunction with the Fairfield Train Station Specific Plan adopted in 2011.

- Incentives will be provided for concentrated development of infill areas within the existing City boundaries. These incentives will include modifications to development regulations and city fees.
- There will be a greater emphasis than in the past on pedestrian-oriented development (POD) and transit-oriented development (TOD).
- The existing separation of the western, central and eastern areas of the city will become more connected, with emphasis on a common city identity, and citywide diversity in development. However, areas that will remain remote from central Fairfield and downtown, such as Cordelia, would have high quality governmental services, recreation, shopping and employment.
- There will be a citywide balance of jobs and housing, with an emphasis on diversity in jobs and housing options. The desired citywide ratio should be consistent with the desired overall ratio for the nine-county Bay Area, established by recent policy decisions of the Association of Bay Area Governments.
- The City will provide high quality services and infrastructure in accordance with adopted standards.

The Land Use Diagram includes an "Urban Limit Line" which represents the ultimate limit of the City. Policies in the Land Use Element direct that urban development be confined within this Urban Limit Line. The Urban Limit Line spells out a commitment on the part of the City of Fairfield to respect the integrity of the surrounding non-urban areas. This intent is an integral part of the Livable City concept, which envisions Fairfield being surrounded by a greenbelt buffer of open space, clearly separated from the other cities of Solano County.

The Livable City concept, as represented by the Land Use Diagram, contains a range of land use categories, which are discussed below. The diagram also includes one Specific Plan Area and two ~~three~~ Master Development Plan areas, namely the Train Station Specific Plan, Nelson Hill in Cordelia, and Rancho Solano. Master Plan areas are special study areas surrounding the community which have the potential to become urban areas, but are presently constrained by a variety of existing factors. Distinct circumstances must occur in order for master

Deleted: These include Nelson Hill, located in the Cordelia area, Rancho Solano North, located west of Interstate 80,

plan area development to be triggered. A General Plan Amendment and the adoption of an Areawide Plan would be required for these areas before development would occur. The Land Use Element includes specific policies for each of the master plan and Specific Plan areas.

On September 6, 1994, a Master Plan was adopted for Peabody-Waters. The Master Plan includes specific policies governing this area. The Master Plan also establishes land uses designations for this area. The General Plan land use diagram includes the land use designations established by the Master Plan.

Table LU-1, which summarizes future housing, population and employment for the City, includes estimates for the Master Plan areas. These estimates have been developed in order to determine the appropriate level of citywide public facilities. Once the master, specific or areawide plans are adopted, these numbers may be revised and should not be considered a maximum or minimum.

High Density Residential: 15.0 - 22.0 dwelling units/gross acre

This category is intended for multi-family apartment and condominium development. This designation is located in close proximity to major arterial streets, commercial and recreational facilities, and employment centers.

Very High Density Residential: 22.0 - 32.0 dwelling units/gross acre

This category includes multi-family apartment and condominium development in high-intensity areas. Development of greater than 32 dwelling units/gross acre may be permitted for senior congregate care housing projects. When making a determination regarding the number of dwelling units in a senior congregate care housing project, a dwelling unit shall be considered a living unit including bathroom and living areas, but need not include kitchen facilities.

Train Station Specific Plan Residential Land Uses

The Train Station Specific Plan establishes three specific residential land use categories:

- Residential Low-Train Station (0-10 dwelling units per gross acre)
- Residential Medium-Train Station (10-20 dwelling units per gross acre)
- Residential High-Train Station (20+ dwelling units per acre).

Except for the specific density ranges, these three categories correspond generally with the general land use categories described above.

However, the Train Station Specific Plan also emphasizes mixed use development, in particular the integration of residential and commercial uses in a traditional urban environment centered on the planned train station.

Commercial and Industrial

The descriptions of land uses permitted in each commercial and industrial category are not exclusive. Other uses are permitted that are consistent with the Zoning Ordinance. The commercial and industrial categories include both a range of Floor Area Ratios (FAR) and typical FAR's for each land use. The FAR's are intended to be used as a guide for estimating the future development intensity. The Zoning Ordinance governs the actual FAR's required by the City.

Neighborhood Commercial: 0.2 - 0.275 FAR

This designation includes convenience commercial and neighborhood shopping centers which provide for a range of necessary day-to-day retail goods and services. Typically, a neighborhood shopping center would include a supermarket as the principal anchor tenant. Other tenants offer a variety of goods and services such as drugstores, banks, restaurants, and service stations. A typical FAR for this category is 0.225.

Community Commercial: 0.2 - 1.5 FAR

This category includes a variety of commercial areas that serve a larger market area than a neighborhood center but less than a regional center. The designation includes shopping centers that serve a larger market than the immediate neighborhood. Typically, there are one or more anchor tenants such as a supermarket, discount or off-price department store, hardware/home improvement store or combined drug/variety/garden store. There would also be a variety of tenants offering consumer goods and personal services. A typical FAR for this type of use is 0.225.

Specialty shopping centers that may be smaller in size than other community shopping centers but that serve a community-level market are also included in this category. These centers do not have a supermarket, but provide specialized goods and services. A typical FAR for this type of use is 0.225.

This category also includes strip commercial shopping areas along North Texas Street and Texas Street west of Pennsylvania Avenue. These areas are characterized by retail commercial and office uses, usually developed as freestanding units. A typical FAR for this type of use is 0.225.

The City's Central Business District (CBD) is also included in the Community Commercial category. However, this area has its own unique character as a pedestrian-oriented, concentrated area of retail, service and office uses. Multi-family residential may also be permitted in the CBD. The City Center Redevelopment Plan and the Zoning Ordinance govern the permitted uses in this area. Higher intensity development should be encouraged in the CBD than in the other types of Community Commercial development. A typical FAR in the CBD is 0.5. However, FAR's in the CBD may be as high as 1.5.

The Train Station Specific Plan identifies several parcels suitable for community-serving commercial development. In addition, the Specific Plan identifies mixed use commercial areas which will integrate housing and commercial uses. The Specific Plan includes design standards which emphasize mixed use and pedestrian-oriented building orientation, scale, and amenities.

Formatted: Underline

Limited Industrial: 0.25 - 0.5 FAR

This designation provides for light and medium industrial type activity. Uses typical of this category may include but are not limited to research & development, warehouse, wholesale distribution, manufacturing, assembling, fabrication, office uses, and support uses. Not permitted within this category are uses which require unscreened open air storage of large quantities of raw, semi-refined, or finished products. Retail uses are discouraged in this category but may be permitted as a secondary use to a permitted use. This land use is appropriate as a buffer between General Industrial areas and non-industrial areas. The typical FAR for this category is 0.35.

The Train Station Specific Plan identifies two "employment centers" (Planning Area 6) designated for Limited Industrial, employment-generating uses. Up to 25% of the area should be developed for heavier, "General Industrial" uses, particularly those facilities which require rail service. In addition, the employment centers will also include development of neighborhood-serving community nodes with small scale retail and services for employment center workers and nearby residents.

General Industrial: 0.3 - 0.5 FAR

This designation allows for a wide range of industrial activities which includes manufacturing, assembling, fabrication, and other similar uses. The intent of this category is to provide a location for heavy industrial uses. Areas developed under this designation should be located with direct access to major roads, freeways, or rail lines. The typical FAR for this category is 0.40.

As noted above, the Planning Area 6 allows for limited General Industrial development.

Travis Reserve

This designation applies to certain unincorporated land located north and east of Travis Air Force Base. Land in the Travis Reserve is set aside for future expansion of Travis Air Force Base only. If the status of the base changes, the construction of a non-military airport and support uses may be permitted in the Travis Reserve. No residential uses will be permitted in the Travis Reserve. Until a military or airport use is proposed for land with the Travis Reserve designation, the City supports its continued use for agriculture and grazing.

Public Facilities

This includes a wide range of uses that can be defined as institutional responses to basic human needs, such as health, education, safety, and recreation. Examples of typical public facilities include schools, water treatment plants, and

fire stations. Public facilities, including waste management, are described in detail in the Public Facilities and Services Element. Hazardous waste management is addressed in the Health and Safety Element. Public facilities may be permitted within other land use categories.

Mixed Use

This designation has been applied to several areas throughout the City. Each area has a unique mix of specified permitted uses. The Land Use Policies, Zoning Ordinance or Cordelia Specific Plan describe the permitted uses at each location in detail. The FAR's in the Mixed Use category will vary depending on the mix of uses. The FAR's for each of the permitted uses will apply to this category. The following areas have been designated as mixed use on the Land Use Diagram:

Southeast Corner of Walter Road and Airbase Parkway (Parker Ranch):

Residential of various densities and Commercial, with appropriate buffering along Airbase Parkway to protect the residential zones. Residential development shall comply with Policy HS 9.2A regarding exposure to aircraft noise at Travis Air Force Base. A portion of this property is located within Compatibility Zone B for the Land Use Compatibility Plan for the Travis Aero Club as amended on February 25, 1998 by the Solano County Airport Land Use Commission. Development will comply with the restrictions included in the Aero Club Plan, including a limitation on retail development and a prohibition on new residential development on a portion of Zone B. If the Aero Club closes or relocates, these land use restrictions would no longer apply. (See Policy LU I3.3 and Program LU I3.3 A)

Northeast Corner of Lopes Road and Gold Hill Road:

Business and professional office, retail and service

Southeast of Solano College:

Business park (offices, research and development and similar uses) and high density residential (15-22 units per acre). A limited amount of neighborhood commercial uses may be permitted to serve the college, residents and workers in the immediate vicinity.

Northeast Corner of Peabody Road and Airbase Parkway:

Commercial and Light Industrial. Land uses shall comply with the Land Use Compatibility Plan for Travis Aero Club. If the Aero Club closes or relocates, these land use restrictions would no longer apply. (See Policy HS 5.4)

Area between Empire and Kentucky Streets and south of Missouri Street:

Commercial and residential

Block bounded by Delaware Street, Union Avenue, Broadway Street and Jefferson Street:

Office, commercial and residential, up to 32 units per acre

Southwest corner of Pennsylvania Avenue and Texas Street:

Office, commercial and residential, up to 32 units per acre

Sunset and Travis:

Neighborhood Commercial and Office

Northeast Corner of Airbase Parkway and Claybank Road:

Office, Specialty Services and Retail (See Policy LU 14.5 for more detail)

North of Highway 12 and West of Pennsylvania Avenue:

Limited Industrial, Service Commercial, and Office

~~**Peabody-Walters Master Plan:** Sites designated for mixed use in the Peabody-Walters Master Plan Area shall be developed in accordance with the Master Plan~~

Area South of Travis Blvd. between Clay Street and Wilson Street:

Mixed residential and commercial

South side of Tabor Avenue, east of Kidder:

Mixed residential and commercial

~~**Mission Village Shopping Center site, west of North Texas Street, north of Atlantic Avenue:** Office, commercial, and high density residential~~

Any future areas which receive the mixed use designation shall include an integrated mixture of residential and employment-generating uses.

Policy OS 2.4

Preserve open space and agricultural lands in Green Valley.

Policy OS 2.5

Establish a permanent open space buffer between Fairfield and Vacaville in conjunction with the Vacaville-Fairfield-Solano Greenbelt Authority.

Deleted: consistent with the Fairfield-Vacaville Greenbelt Study Committee Report and Recommendations of May 9, 1991.

Program OS 2.5 A

Establish and maintain an ongoing cooperative open space implementation program with the City of Vacaville.

Policy OS 2.6

Maximize open space preserved to enhance City identity and preserve surrounding natural environments. (See Objective UD 5)

Objective OS 3

Maximize public open space with minimum management. (See Objective LU 7)

Policy OS 3.1

Open Space dedications shall provide a plan for funding to insure that financing for interim maintenance is provided.

Policy OS 3.2

Ownership and management responsibility of public open space shall be assigned to the agency/organization best suited to meeting this responsibility. Adequate security of open space shall be provided to insure that applicable laws and regulations are enforced.

Program OS 3.2 A

Implement the City's adopted Open Space Acquisition and Management Plan.

Policy OS 3.3

Residents, property owners, and users shall contribute to maintaining public open spaces.

Objective OS 4

Maximize open space through appropriate acquisition mechanisms. (See Objective LU 7)

Policy OS 4.1

New development shall fund its share of open space.

Policy OS 4.2

Require new development in northeastern Fairfield to dedicate land pay an in-lieu fee for the acquisition of open space land within or in the vicinity of the Vacaville-Fairfield-Solano Greenbelt.

Deleted: dedication of open space lands for development projects in the Fairfield/Vacaville Greenbelt Open Space Planning Area in the northeastern area of Fairfield.

Policy OS 4.3

All future areawide plans shall include appropriate mechanisms for acquisition of open space.

Policy OS 4.4

An equitable balance shall be sought between development density and open space to be preserved.

Policy OS 4.5

Promote clustering of housing units to preserve the hillsides, ridges, and a maximum amount of open space. (See Policy LU 13.1 and Policy UD 5.3)

Policy OS 4.6

Utilize development projects as a means for permanently preserving open space by encouraging mechanisms such as land pooling and transfer of development rights within Open Space Planning Areas for the preservation of significant open space features and lands.

Program OS 4.6 A

Require dedication of appropriate open space land or development rights as a condition of approval for proposed development projects.

Program OS 4.6 B

Establish a method for permanent preservation of open space acquired through a land pooling program. Such designations shall be registered on the property title and shall be maintained should the property be sold.

Objective OS 5

Generate funds within the community for acquisition and management of open space lands.

Policy OS 5.1

A study shall be conducted by staff to identify, analyze, and establish open space funding mechanisms.

Policy OS 5.2

Through one or more of the following programs, generate funds for acquisition and management of open space.

Program OS 5.2 A

Policy OS 11.7

Preserve public access corridors for walkers, bicyclists, and equestrians along future floodway improvement projects whenever feasible.

Policy OS 11.8

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

Objective OS 12

Develop park areas to serve the needs of all residents.

Policy OS 12.1

Develop park lands at the local and community levels to meet the recreational needs of current and future Fairfield residents.

Policy OS 12.2

Update and adopt a Parks, Open Space, Leisure, and Cultural Services Plan that identifies potential programs and recreation facility improvements for the Fairfield community. The city should examine funding sources to enable the city to meet its parkland-per-population standards by buildout of the general plan and provide for reestablishment and renovation of aging park facilities.

Program OS 12.2 A

Annually review the Parks, Open Space, Leisure, and Cultural Services Plan in conjunction with the capital improvements program and the annual budget cycle to identify projects for funding and implementation. Annually assess progress in attaining parkland-per-population standards and use that information to adjust funding and/or parkland dedication standards, if necessary.

Policy OS 12.3

Establish neighborhood parks of approximately five to seven acres at a ratio of 1.5 acres of usable park land per 1,000 residents throughout the City. Neighborhood parks are intended to serve a 1/2 mile radius area.

For the Fairfield Train Station Specific Plan, the land portion of the "Lake Park" shall be considered a neighborhood park for the purposes of satisfying the General Plan neighborhood park land ratio.

Policy OS 12.4

Establish community parks of approximately 40 acres at a ratio of two acres usable park lands per 1,000 residents throughout the City. Community parks are intended to serve a two mile radius.

Policy OS 12.5

Establish regional parks to meet regional open space and recreation needs.

Program OS 12.5 A

Develop a regional park in the Rancho Solano North Master Plan Area similar to the Rockville Hills Park. (See Rancho Solano North Policy 11)

Policy OS 12.6

Develop a new recreational and outdoor cultural complex for softball, soccer, picnicking, and outdoor cultural events.

Policy OS 12.7

Preserve and develop the entire Linear Park system, from Solano Community College into the Fairfield Train Station Specific Plan area, as illustrated on the Land Use Diagram, exclusively as a recreation facility in order to provide an alternative non-motorized vehicular linkage among recreation and parks, schools, shopping, industry, residential, and other community activity centers.

Deleted: Peabody Walters Master Plan

Program OS 12.7 A

Grant a conservation easement to an eligible non-profit corporation to protect the Linear Park from non-recreational uses.

OSPA 9 - Fairfield-Vacaville Greenbelt

This area includes the hills surrounding Lagoon Valley and a strip of land between the cities of Fairfield and Vacaville as defined through action of the Vacaville-Fairfield-Solano Greenbelt Authority.

Deleted: Pursued jointly by the cities of Fairfield and Vacaville, a permanent open space buffer shall be established within the OSPA. The open space buffer shall be consistent with the Fairfield-Vacaville Study Committee Report and Recommendations of May 9, 1991 (included as an appendix to the General Plan).

OSPA 10 - Travis AFB/Jepson Prairie

This OSPA encompasses approximately 26 square miles, bounded by Travis Air Force Base, the proposed Fairfield-Vacaville greenbelt, State Route 113, Jepson Prairie's eastern and southern borders, and the Suisun Marsh Preservation Area. Most of the land is devoted to livestock grazing. This is essentially the same area recommended for establishment of a major ecological park in the 1982 Jepson Prairie Feasibility Study. The land is primarily flat to rolling grasslands containing numerous vernal pools and wetlands. It represents some the state's most significant examples of Central Valley Prairie.

OSPA 11 - Suisun Marsh

Located immediately south of Fairfield and Suisun City, Suisun Marsh is the largest continuous estuarine wetland in the United States. Occupying nearly 85,000 acres, the marsh is a vital wintering and breeding area for waterfowl. Strict federal and state regulations protect the wetlands and prohibit any new development or improvements which could degrade its quality. The Grizzly Island Wildlife Area and other State Department of Fish and Game lands are open to the public.

Open Space Commission

The Open Space Commission is charged with recommending to the Planning Commission, the Community Services Commission, the City Council, and other appropriate agencies the means by which to designate, preserve and protect agricultural, ecological, recreational and scenic lands in Fairfield and surrounding areas and to implement the General Plan Open Space and Conservation Element.

A primary duty of the Open Space Commission is to review proposed development within the eleven Open Space Planning Areas for open space approval. The commission is comprised of five standing members and two advisory members.

Open Space Acquisition Mechanisms

The Open Space portion of this Element includes policies and programs regarding open space acquisition. Some methods for acquiring permanent open space are described below.

Pooled Development Rights Program

needs of particular businesses. Tolenas Industrial Park, a 300-acre park located along Air Base Parkway, is zoned for general manufacturing.

Solano Business Park and Busch Corporate Center are light industrial parks. Located along Highway 12, these parks contain light manufacturing facilities, professional offices, and distribution facilities. Other, smaller light industrial parks are located along Air Base Parkway (e.g., Travis Industrial Park) and in Cordelia (e.g., Fairfield-Cordelia Industrial Park). Located in Cordelia adjacent to Solano Community College, Fairfield Corporate Commons is planned for research and development and office uses. Its development currently is targeted toward office uses.

The Train Station Specific Plan identifies two "employment centers" in the eastern sections of the planning area. These two areas will primarily see development of light manufacturing, office, warehousing, and similar uses. However, the Train Station Specific Plan also requires designation of 25% of these areas for "General Industrial" uses which would benefit from rail access. The employment centers will also include a small neighborhood serving commercial/services center.

Future Conditions

Background

Under the policies contained in this element and other General Plan elements, Fairfield will continue to experience significant, yet controllable, levels of economic growth. As implemented, the plan policies will provide the City with the means to continue to diversify its economic base, while recognizing and protecting the important role of Travis Air Force Base.

Employment

Fairfield's one-third share of all Solano County jobs is expected to continue through 2020. Future job creation in the County is projected to come primarily from the retail, manufacturing, services, and construction sectors of the economy. In Fairfield, the relocation or expansion of small and medium-sized firms into the City accounts for a significant portion of job growth. At general plan buildout, Fairfield is projected to have approximately 77,000 jobs. Centers of employment are located in a number of locations through the city, and no one area is expected to receive a majority of new jobs.

land for light industrial growth beyond the year 2000. These areas will continue to attract light industrial and back office uses and will see the greatest absorption over the next ten years.

At least 300 acres of unincorporated land east of Vanden Road is planned for annexation and development in conjunction with the Fairfield Train Station Specific Plan for employment-generating uses, including rail served industry.

Deleted: 800

Deleted: Peabody Road

Deleted: expected to be designated for development of an industrial park dedicated for research, development and high-technology businesses.

Integrated Waste Management

Solid waste management, including waste disposal and curbside recycling is handled by a local franchised hauler under contract with the City. Solid wastes are currently taken to Potrero Hills Landfill and recyclables processed at an interim facility in Fairfield.

All solid waste management in Solano County is governed by the County Integrated Waste Management Plan. However, the Integrated Waste Management Act of 1989 (AB 939) resulted in many changes to solid waste management in California. Among other things, it mandated that each City and County in the State develop a Source Reduction and Recycling Element (SRRE) for inclusion in the County Integrated Waste Management Plan. The SRRE, which is not a General Plan element, promotes source reduction (including reuse), recycling and composting, and transformation (combustion) as means of managing solid waste. The City's SRRE complies with the Integrated Waste Management Act of 1990's requirement that each local jurisdiction in the State divert from disposal 25 percent of its waste stream by 1995 and 50 percent by 2000 or risk substantial fines.

Fire Suppression

Fire suppression services are provided by the City's Fire Department from five fire stations located throughout the city. A new fire station is planned on the east side of North Texas Street, south of Dickson Hill Road. In addition, the station on Magellan Road will be replaced with a station on Pennsylvania Avenue in the Civic Center. The Union Avenue station will be converted into an administrative facility. Two new fire stations are planned in Cordelia, which would replace the existing temporary station. A total of six stations will be needed to accommodate buildout of the General Plan in order to maintain fire response times of under five minutes. In order to provide a 5-minute response time to 80% of the dwelling units in its response area, the existing fire station at Huntington Drive/Walters Road is proposed to be relocated to the east in conjunction with the development of the Fairfield Train Station Specific Plan.

Law Enforcement

Police protection services are provided by the City's Police Department located in the Fairfield Civic Center. In order to maintain adequate police protection for the City's growing population, additional police staff, vehicles and equipment will have to be added to the force as needed. As a general rule, the ratio of sworn officers to population should be in the range of 1.13-1.20 per one thousand residents. Given the growth projections at General Plan buildout, the following is an approximation of required total staff and vehicles:

Policy UD 3.4

Encourage private preservation of buildings which have historic significance and/or architectural merit. (See Policy OS 10.1 and OS 10.9)

Objective UD 4

Ensure high standards of quality in development.

Policy UD 4.1

Adhere to the design guidelines of the Fairfield Urban Design Plan.

Program UD 4.1 A

Adopt, and regularly update the Fairfield Urban Design Plan.

Program UD 4.1 B

Regularly review and update the design guidelines and manuals that have been prepared for specific areas of the City (i.e., Cordelia Area Design Compatibility Guidelines, Fairfield Train Station Specific Plan, Downtown Design Guidelines, Interim Design Manual for the Fairfield Regional Center Project, and the Fairfield Gateway Design Manual).

Policy UD 4.2

All aspects of development, including, but not limited to, grading, site planning, signage, fencing, landscaping, screening, lighting, color scheme, size, bulk, height, etc., must be integrated and relate to their surroundings in a complementary manner.

Policy UD 4.3

Require the use of water features, sculptures, or other elements to help define the entrance to large projects.

Policy UD 4.4

Encourage rehabilitation or upgrade of aging residential neighborhoods, commercial centers, and industrial areas.

Program UD 4.4 A

Adopt design plans and rehabilitation programs for the commercial corridors along Texas Street between Pennsylvania Avenue and the I-80 interchange and along North Texas Street between Union Avenue and Air Base Parkway. Include in the program for North Texas Street, a review of land uses in the vicinity of the Travis Blvd./North Texas intersection, including the former Ellsworth Court Mobile Home Park. (See Program ED 9.1 A)

Policy UD 4.5

Screen negative views through site planning, architectural, and landscape devices.

Specific Plan on commercial and industrial development in the Cordelia area.

- Interim Design Manual for the Fairfield Regional Center Project, June 1977. Provides design guidelines for all development within the Fairfield Regional Center Redevelopment Area.
- Fairfield Gateway Design Manual, September 1981. Sets specific design and performance requirements for the Fairfield Gateway portion of the Fairfield Regional Center Redevelopment Area.
- Fairfield Train Station Specific Plan, April 2011. Establishes specific design guidelines for development to implement the land use and economic development goals and objectives of the Specific Plan.

Formatted: Bullets and Numbering

The above documents have been incorporated into the Fairfield Urban Design Plan (February 1990), together with the appropriate policies from the City's General Plan. A revised Urban Design Plan is currently in production.

Deleted: ¶
¶





The Urban Design Plan sets design standards for public and private development reflecting Fairfield's desire to achieve high quality in all development. It coalesces public and private development towards common city design goals, defines what each development project must contribute toward this image, and encourages high standards of planning and development.

Thirteen districts are delineated based on a combination of visual, physical, and land use characteristics. Urban design goals and objectives are established for each of the districts. Further, the Plan's design guidelines address site plans, community plans, single and multiple family residential, hillside residential, shopping center, commercial, office, and industrial development, landscaping, parking, signs, and the integration of development with the surrounding areas.

These guidelines expound upon the general objectives and policies contained in the Urban Design Element and are complementary to it.

Exhibit CI - 1

Proposed Circulation
Improvements

- | | |
|---|--------------------------|
|  | Road improvement |
|  | Road construction |
|  | Interchange improvement |
|  | Interchange construction |

Notes

1. Improvements are conceptual and may change as a result of more detailed study.
2. Some improvements require coordination with other jurisdictions.

City of Fairfield
General Plan



NORTH

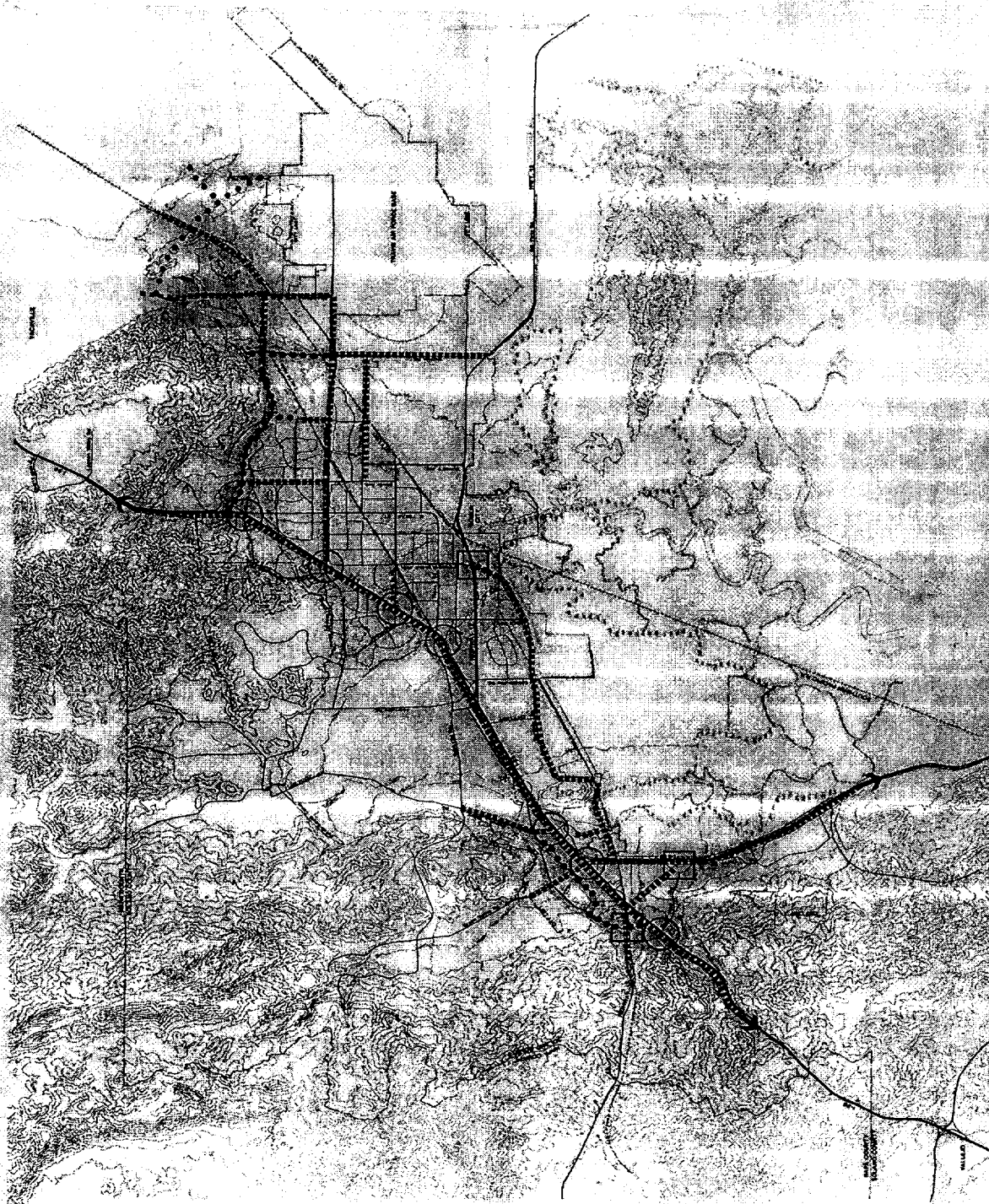


Exhibit PF - 2

Public Facilities

Firestation



Existing



Planned



Potential



Hospitals

Corporation Yard



Existing (City, County and State)



Potential

Reservoir



Existing

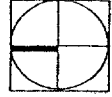


Potential

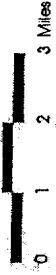
Note: See 'Exhibit PF-5 - Schools' for school facilities.

Note: Existing fire station in Cordelia is temporary.

City of Fairfield General Plan



NORTH



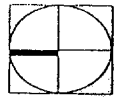
Schools

Elementary School		
ES	Existing	
ES	Planned	
ES	Potential	
Middle School		
MS	Existing	
MS	Planned	
MS	Potential	
High School		
HS	Existing	
HS	Planned	
HS	Potential	
Continuation High School		
CS	Existing	
CS	Potential	
Alternative High School		
AS	Existing	

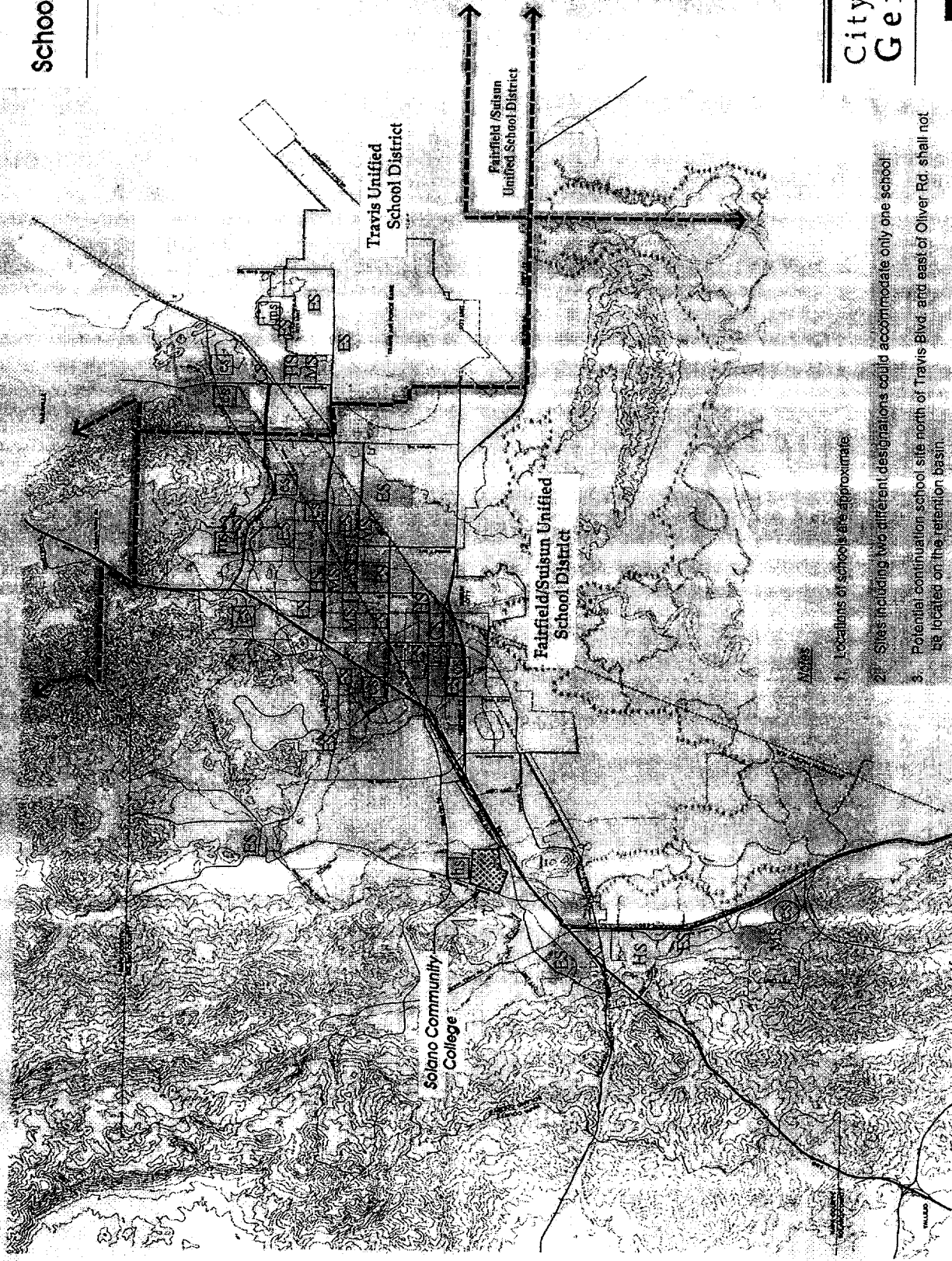


School district boundary

City of Fairfield General Plan



NORTH

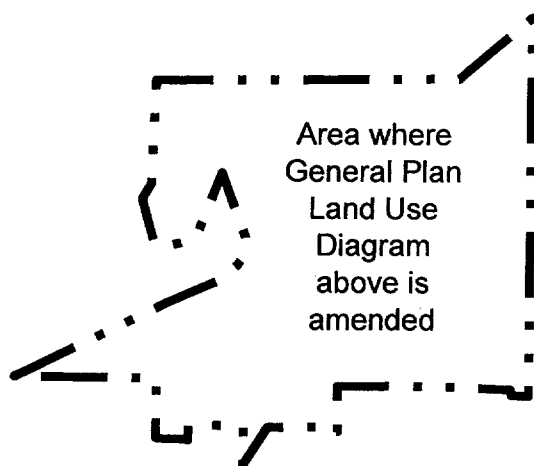
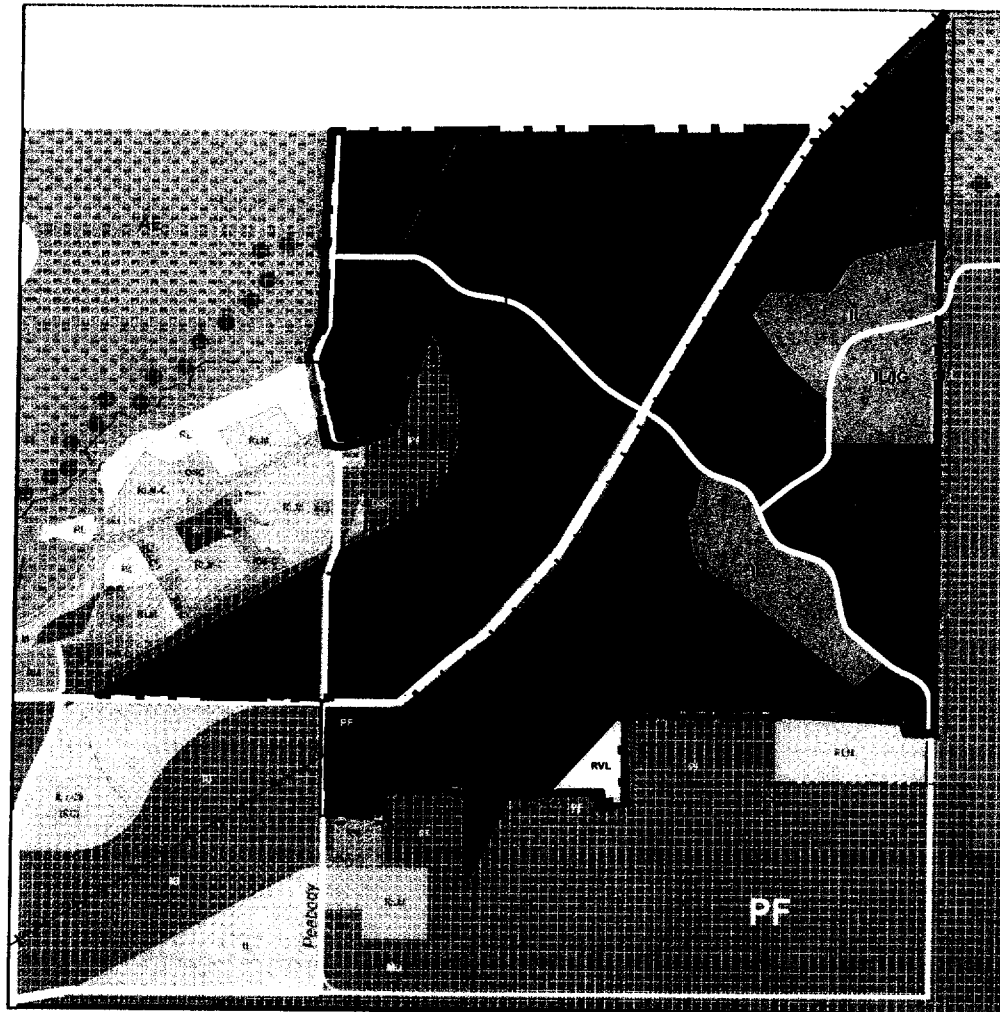


Notes

1. Locations of schools are approximate.
2. Sites including two different designations could accommodate only one school.
3. Potential continuation school site north of Travis Blvd. and east of Oliver Rd. shall not be located on the retention basin.

Exhibit "C"

Amendments to General Plan Land Use Diagram



Legend

Agriculture

AI	Intensive
AE	Extensive

Open Space

OSR	Recreation
OSC	Conservation

Residential

RVL	Very Low Density
RL	Low Density
RLM	Low-Medium Density
RLM-C	Low-Medium Density (Cap)
RM	Medium Density
RM-C	Medium Density (Cap)
RH	High Density
RVH	Very High Density

Commercial

CN	Neighborhood
CC	Community/CBD
CS	Service
CHR	Highway & Regional
CO	Office

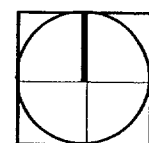
Industrial

IL	Limited
IG	General
IBP	Business & Industrial Park

Other

PF	Public Facilities
MU	Mixed Use
	Special Study Area

● ● ● ● Urban Limit Line



NORTH

General Plan Diagram Amendment

City of Fairfield
Community Development Department